MICROFILM

START OF ROLL

ROLL NO.

99

Construction Contracts

Begins with #5679

333-1705 Maupin (4th St.) Sec. 1960
(stone base and oiling)
#5679

Sp. St. Inv St. Fund 134

RECEIVED
SEP 28 1960
FOR FILING
333-1705
379

September 27, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5679 for leveling course-oiling 4th Street in Maupin, Wasco County, was completed by the contractor, J. C. Compton Co., on August 5, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $318.19 will be released to the contractor on or after October 7, 1960. The total contract amount is $8,954.25, of which amount $51.10 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
334 3rd St.,
McMinnville, Oregon

Form E-1--(Rev.)--

333-1705

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6, 1960

Section Maupin (Fourth Street)

Highway City Street County Wasco

Contractor J. C. Compton Co.

Date of contract April 21, 1960

Date work started May 23, 1960

Project authorization . . . . . $ 10,019.25

Exclusive of engineering . . . . $ 9,306.77

Engineering authorization . . . . $ 712.48

Engineering cost to date $ 600.00, 84.2 %

Kind of work Leveling Course & Oiling

Section prefix 333-1705

Contract number 5679

Specified work days 80

Work days used 55

Per cent of time elapsed 68.8 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 8,960.00

Estimated per cent overrun or underrun . . . . . - 4.7 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed August 5, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

All work was completed Friday and Compton released. The Semi-Final will be submitted as soon as the Certified Asphalt Invoices are received. The total job will be a small under-run.

This is the final report.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
AUG 8 1960

NOTED-- CE [W] ACE [B] [K] COE

NOTED
JOHN R. CAKES

NOTED
C. E. PAULSEN

Signed Vernon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.18	0.18		0.18	
Miles partially completed	0.18	0.18		0.18	
Miles completed	0.18	0.18		0.18	
Total estimated quantities (contract)	24 hr.	740 cy		32 ton	
Total quantities corrected to date	23.5	727		32.77	
Estimated quantities moved or placed to date	23.5	727		32.77	
Average daily quantities	3	103		16.38	
Average daily quantities necessary to complete project on time	0	0		0	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				13	
Men				7	
Supervision				1	
Men and trucks under 3 tons					
Men and trucks over 3 tons				5	
Men and tractors					

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers 1, 1 dist., 1 loader, 1 water truck .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy	0	
Tuesday	"	0	
Wednesday	"	0	
Thursday	Fair	0	
Friday	"	0	
Saturday			

FORM E-123

RECEIVED
JUN - 7 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

333-1705

5679

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5679, awarded April 21, 1960, for leveling course-oiling Fourth Street in Maupin, Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 25 1960
FOR FILING
333-1705
5679

April 22, 1960

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 awarded to you State Highway Contract No. 5679 for stone base and oiling in the City of Maupin in Wasco County.

This award was based on your bid of $8,906, which was the low bid submitted to the Commission on April 19 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
APR 13 1960
FOR FILING
333-1705
5679

April 13, 1960

Elsie L. Fraley, City Recorder
City Hall
Maupin, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Maupin a fully executed copy of an agreement between the State Highway Commission and the City of Maupin covering the Special City Allotment project on Fourth Street in Maupin.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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APR 13 1960
FOR FILING

Sp. State Hwy St. Funds #134

Salem, Oregon
April 13, 1960

Special City Allotment project
City of Maupin

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. H. C. Ayers
Field Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Maupin covering the Special City Allotment project on Fourth Street in the City of Maupin.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Maupin, Oregon.

Secretary

rm
Attach: 1

FORM E-20X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1960

SUBJECT: Special City Allotment Project
City of Maupin

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Fourth Street project in Maupin. Two copies have been signed by the appropriate officials and, after having received your signature of approval, are ready to present to the Highway Commission.

The project was approved by the Commission 12/16/59.

H. C. Ayers

H. C. Ayers
Field Engr., County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

ACTION APPROVED BY HIGHWAY COMMISSION
DATE 12-16-59 Min Page 16
C. H. Heck.
Asst Secretary

NOTED
L. D. JONES

NOTED
Harold C. Ayers

2-8-60

NOTED
C. G. SWENSON

NOTED
John F. Hagemann

LOCATION PROSPECTUS
DESCHUTES AVENUE TO LLOYD AVENUE
FOURTH STREET, MAUPIN
WASCO COUNTY

The following prospectus is submitted concerning the above-mentioned section of Fourth Street in Maupin. The overall length of the project is 0.18 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading, surfacing and oiling on existing alignment.

The typical section will consist of a variable width traveled way 22 feet to 50 feet with 4-foot shoulders. The approved base design by G. L. Decker is:

Wearing Surface	1¼" 0-11 Oil Mat
Top Course, Base	3½" 3/4"-0 Crushed
Bottom Course, Base	8½" In Place
Total Depth	13¼"

Final agreements with the city will be necessary.

February 8, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
Dean Swift (2)
A. A. Fossen
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

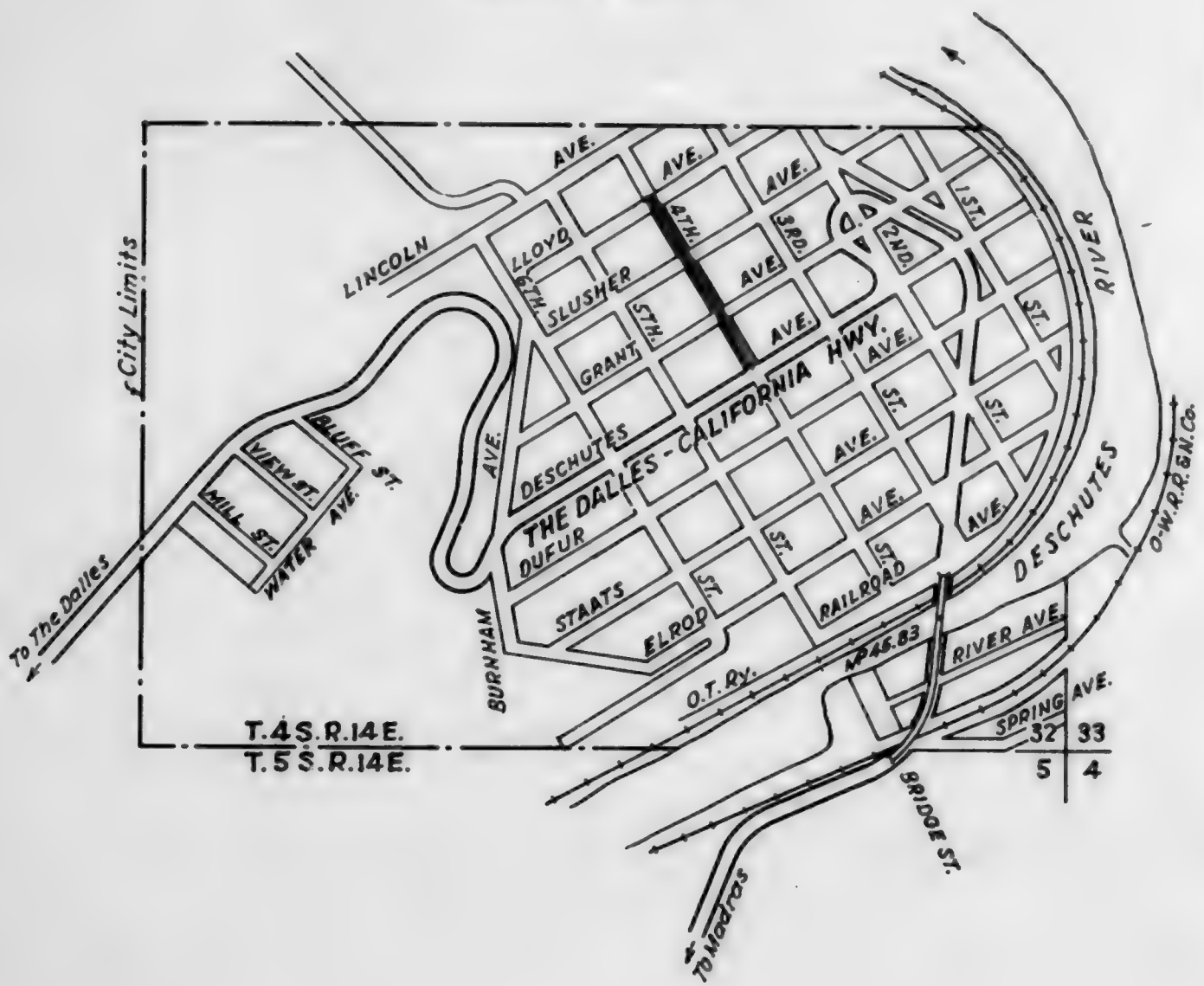
NOTED
JOHN D. GRAHAM

RECEIVED
FEB 11 1960

MAUPIN

Scale 1"=800'

WASCO COUNTY



Rev. 6-4-52

NOTED
C. G. SWENSON

December 18, 1959

Mrs. Elsie L. Fraley
City Recorder
Maupin, Oregon

Dear Mrs. Fraley:

On 12/16/59, the State Highway Commission approved the City's request for a construction project on Fourth Street from Deschutes Avenue to Lloyd Avenue under provisions of the Special City Allotment fund act.

You will be contacted in the near future to work out details of the project and negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By: C. G. Swenson
County and City Relations Engineer

HCA:mm

DEPARTMENT OF PUBLIC WORKS
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

RECEIVED
AUG 31 1959
COUNTY ENGINEERS

Section The Dalles - Celilo Hwy. Highway Interstate Highway No. 84 County Wasco
Bus. Loop Length of Project Miles. Sta. to Sta.

Average Frost Penetration - 26" TYPICAL SECTIONS Type - Class A - Medium

Required Base & Base | Designed Base & Base

Compaction Curve - Field Dry Density Basis
Testing Curve - Maximum Dry Density Basis
Average 20'

3½" or ¾" crushed course. 1¼" minimum

② 8½" - 24" base
5½" subgrade

Typical Soil
23 LL
9 PI
30 P200
31 Silt
15 Clay
15 R-Value

Loam

NOTE:
The soil survey and recommended surfacing completed at the request of [illegible], County Engineer.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sulfate Loss %		
Suitable material [illegible] to be determined by the Engineer.										
② Representative test of existing base.	413583	2.75	Rock	3"	~71	10.0	24.5	—	—	2

RECEIVED
AUG 31 1959

Submitted by [signature] Soils Engineer Assistant
Recommended by [signature] Construction Engineer
Recommended by
Approved by [signature] Engineer of Materials Deputy

cc: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

8-31-59

6-10-59

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Maupin is an incorporated city of the State of Oregon, and has a population of 410, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

RECEIVED
JUN 1[illegible] 1959
COUNTY [illegible]

Form cc-50[illegible] (1953 Rev.)
Special City Allotment

Fourth Street from Deschutes Ave. to Lloyd Ave.
Lloyd Ave. between 4th and 5th Streets.
Fifth Street from Lloyd Ave. to Deschutes Ave.
Flusher Ave. between 4th and 5th Streets
Grant Avenue between 4th and 5th Streets.

---

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Fourth Street from Deschutes Ave. to Lloyd Ave.
Lloyd Ave. between 4th and 5th Streets
Fifth Street from Lloyd Ave. to Deschutes Ave
Flusher Ave. between 4th and 5th Streets
Grant Avenue between 4th and 5th

---

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Maupin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ernest C. Schmidt, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10th day of June, 1959.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Maupin at a regular or special meeting of said Council, held on the 10 day of June, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

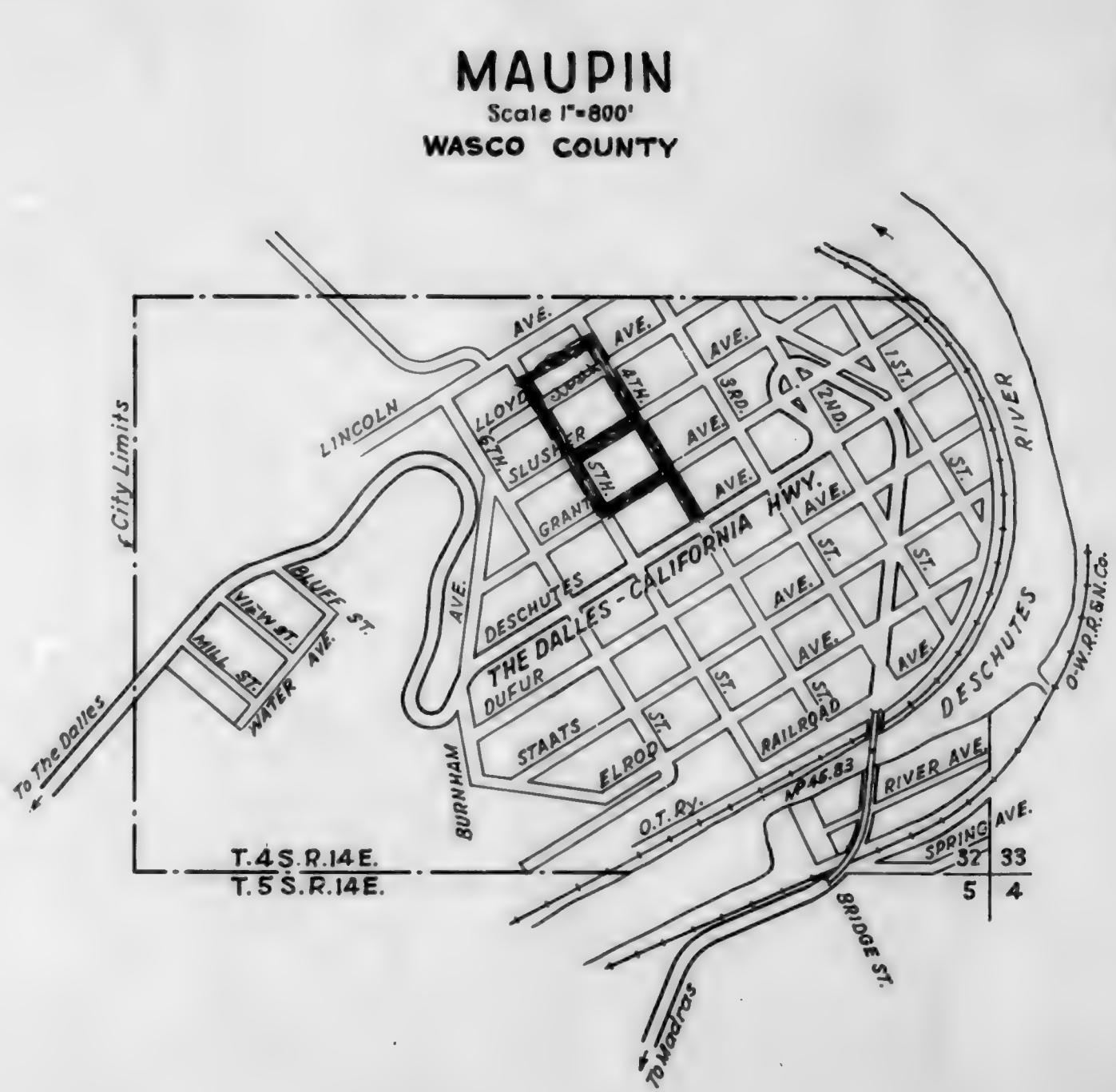
Dated this 13 day of June, 1959.

Elsie L. Fraley
City Recorder

MAUPIN

Scale 1"=800'

WASCO COUNTY



Rev. 6-4-52

S-222(3) Galice-Windy Gap Sec. of Galice Rd. (Grad.) 1960

#5680

CZH
2214
4 2.6 6c

RECEIVED
JUL 16 1962
FOR FILING
5680

July 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending two copies of revised right of way plans sheet No. 2 and 5, for the Corvallis Section, Project No. U-222(3).

We request that one copy be returned approved for our files if it is found to be satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ra

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6-27-61	CC 710		521-2040-297

Josephine County Court
Kerby
Oregon.

Attention: R. L. Templin, County Engineer

INVOICE NUMBER

70944

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Galice-Windy Gap Section, FAS 594. Covered by agreement dated April 12, 1960.			
Original advance deposit		$29,700.00	
Less amount previously transferred		23,700.00	
Balance advance deposit			$ 6,000.00
County share cost as per attached statement		$28,546.80	
Less amount previously transferred		23,700.00	
			4,846.80
To be refunded			$ 1,153.20

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By_____

RECEIVED
JUL 10 1961
COUNTY ROAD

A 150 (REVISED 7-60)

NOTED
Harold C. Avers

August 17, 1961

Mr. R. L. Templin
Josephine County Engineer
Courthouse
Grants Pass, Oregon

NOTED
V. R. JONES

Dear Mr. Templin:

Final costs are now available on the Galice-Windy Gap Section, FAS 594, Contract No. 5680, as shown in the enclosed cost statements.

In accordance with an agreement dated April 12, 1960, a refund of $1,153.20 is due to the County. This refund will be made by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County and City Relations Field Engineer

VRJ:djb
Encl.

RECEIVED
MAY 13 1961
FOR FILING

W.C. Williams

May 10, 1961

Gulice-Windy Gap Section
Contract No. 5680

FINAL COST ANALYSIS
Grading
Contractor: J.M. Arenz
Resident Engineer: James E. Chaney

NOTE: W. C. WILLIAMS

Prefix No. 517-1046
Project No. S-222(3)

S-222(3)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	19,700.00		17,115.87	19,700.00
Drainage Excavation	909.65	Cu.Yd.	3.00	2.79	2,540.12	2,728.95
General Excavation	150,764.5	Cu.Yd.	0.48	0.49	73,480.50	72,366.96
Short Overhaul	396,978.9	Yd.Sta.	0.01	0.009	3,623.25	3,969.79
Long Overhaul	5,379.5	C-Yd.Sta.	0.40	0.40	2,122.70	2,151.80
Finish R.B. & Slopes	3.13	Mile	1,000.00	922.93	2,888.77	3,130.00
30" Corr.Metal Pipe	48	Lin.Ft.	8.50	8.02	385.05	408.00
36" Corr.Metal Pipe	124	Lin.Ft.	13.50	12.18	1,510.11	1,674.00
12" Concrete Pipe	594	Lin.Ft.	2.10	1.69	1,001.66	1,247.40
18" Concrete Pipe	1,215	Lin.Ft.	3.75	3.20	3,889.76	4,556.25
43" Arch Type CMP	34	Lin.Ft.	14.00	12.11	411.73	476 00
6" Perf.Mtl.Drain Pipe	316	Lin.Ft.	2.00	1.34	424.87	632.00
Special Backfill in Drains	31.85	Cu.Yd.	10.00	7.55	240.42	318.50
1" Galv.Water Pipe	909	Lin.Ft.	0.75	0.59	533.64	681.75
2" Galv.Water Pipe	394.8	Lin.Ft.	1.25	1.04	412.05	493.50
2" Plastic Water Pipe	1,379.7	Lin.Ft.	1.40	1.01	1,393.01	1,931.58
Metal Guard Rail	6,637.5	Lin.Ft.	2.34	2.22	14,735.25	15,531.75
PA#1 Sprinkling	1,440	M-Gal.	1.00	1.28	1,843.15	1,440.00
PA#2 18" Corr.Metal Pipe	95	Lin.Ft.	5.40	4.65	441.50	513.00
Force Account					4,779.61	4,994.70
					$133,773.02	$138,945.93

Gross Revenue	$ 138,945.93
Total Cost	133,773.02
Net Profit	$ 5,172.91

Net Profit equals 3.7% of Gross Revenue

DETAIL OF COST - Contract No. 5680

Labor:					
Supervision				$ 4,870.55	
Labor				41,199.77	
Labor Insurance				3,915.98	
Health, Welfare and Pension				1,543.36	$ 51,529.66
Materials:					
30" Corr. Metal Pipe	48 Lin. Ft.	@	$5.78	277.44	
30" Corr. Metal Bands	1 Each	@	$5.78	5.78	
36" Corr. Metal Pipe	124 Lin. Ft.	@	$9.25	1,147.00	
36" Corr. Metal Bands	5 Each	@	$9.25	46.25	
12" Concrete Pipe	594 Lin. Ft.	@	$0.95	564.30	
18" Concrete Pipe	1,215 Lin. Ft.	@	$2.20	2,673.00	
43" Arch Type C.M.P.	34 Lin. Ft.	@	$9.92	337.28	
43" Arch Type C.M. Bands	1 Each	@	$9.92	9.92	
6" Perf. Mtl. Drain Pipe	316 Lin. Ft.	@	$0.84	265.44	
6" Perf. Mtl. Bands	15 Each	@	$1.07	16.05	
1" Galv. Water Pipe	909 Lin. Ft.	@	$0.25	227.25	
2" Galv. Water Pipe	394.8 Lin. Ft.	@	$0.66	260.57	
2" Plastic Water Pipe	1,379.7 Lin. Ft.	@	$3.68	507.73	
18" Corr. Mtl. Culv. Pipe	95 Lin. Ft.	@	$2.43	230.85	
18" Corr. Mtl. Bands	4 Each	@	$2.43	9.72	
Backfill Material	31.85 Cu. Yd.	@	$3.90	124.22	6,702.80
Equipment Rental & Miscellaneous Expenses:					
Equipment Rental, Owned				37,505.50	
Equipment Rental, Hired				542.07	
Gas, Oil and Grease				6,220.28	
Bond				1,042.09	
P.U.C.				82.90	
P.L. and P.D. Insurance				700.24	
Small Tools and Misc. Supplies				1,324.75	
Move In, Freight and Cartage				2,591.29	
Explosives				7,047.81	
Home Office and General Overhead				3,748.38	
Amount paid Armco Pipe Co., for furnishing and installing guard rail				14,735.25	75,540.56
			TOTAL COST		$ 133,773.02

Remarks - Contract No. 5680

This was a "Federal Aid Secondary Project" calling for the grading of 3.13 miles of highway roadbed on the Galice-Windy Gap Section of the Galice County Road in Josephine County.

The contract was bid April 19, 1960, awarded April 25, 1960. Work started May 16th and the project was completed October 28, 1960.

The contractor moved in two D-8 cats and dozers and a crew of six men and started clearing on May 16th. This work progressed rather slowly due to the slow procedure of the utilities in moving the power and telephone poles. This added to the expense of the clearing item as the contractor could work only in the isolated places where the utilities did not interfere. After the pole lines were moved, good progress was made on the clearing until July 30th when the burning permit was revoked. The material had to be placed in piles to be burned at a later date which was August 27th. Very little profit was realized on the clearing.

The contractor moved in the grading equipment May 6th, consisting of three S-12 scraper units, four D-8 cats and dozers, one D-6 cat and dozer, two 600 c.f. compressors, two air trac drills and one motor grader. Only pioneering work with two D-8 cats and dozers was done until the utilities were out of the way with their pole lines. Only the drilling crew could work full time and they made good progress.

The excavation started approximately June 27th with the grading equipment. Good progress was made on the excavation when they could work full time without delays. The contractor encountered solid rock in nearly all the high cuts which required drilling and shooting resulting in added expense.

The guard rail was furnished and installed by the Armco Pip Company at below bid prices realizing a small profit for the contractor.

The contractor had good bid prices, good equipment and personal supervision realizing a fair profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
APR 13 1961
FOR FILING

4-13-61

Monthly transaction number

Project report number

d-722(3)

5680

PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Josephine

Project number: S-222(3)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the ~~undersigned parties~~ and executed by the Division Engineer on May 27, 19 60, is hereby modified as follows:

Revised estimated total cost of project $ 148,916.00

Revised Federal funds $ 91,589.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of April, 19 61.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX C. G. Polk
Division Engineer

By _____
R. C. Wright
Administrative Manager

USComm-DC 11170

April 11, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by a Highway Official, for the Calico-Windy Gap Section, Project No. S-222(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: April 10, 1961

FROM : C. C. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Proposed Modification of Federal-aid Project Agreement

Attached are two copies of a proposed modification of Federal-aid project agreement for the following project.

S-222(3) Galice-Windy Gap Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED
APR 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
6-3- 1960
FOR FILING

Contract 5680 5-27-60

Monthly Transaction No. | PR-2 (. .2-57) | U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS | State: Oregon

Project Report No. S-222 5(3) | County: Josephine

FEDERAL-AID PROJECT AGREEMENT

Project No. S-222(3)

5680

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Galice to Taylor Creek

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-21-59	3.1
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 147,690	$ 89,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Gerr Cooper
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer May 27, 1960

USComm-DC 40257

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.5

408 State Highway Building
Salem, Oregon

May 18, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

S-222(3) Galice to Taylor Creek

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

May 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Galice-Windy Cap section, Project No. S-222(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw
Encl.

May 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Calico - Windy Gap Section, Project No. S-222(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw
Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-222(3)

CALICE - WINDY GAP SECTION OF THE

CALICE ROAD IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 11, 1960

Type Code 0010
Roadway (Sta. 1+91 to Sta. 148+50)(Contract No. 5680)

Clearing and Grubbing	All Required		$19,700.00
Drainage Excavation, Unclassified	620 cu. yds.	$ 3.00	1,860.00
General Excavation, Unclassified	143,700 cu. yds.	0.48	68,976.00
Short Overhaul	406,400 yd. sta.	0.01	4,064.00
Long Overhaul	4,200 C-yd. sta.	0.40	1,680.00
Finishing Roadbed and Slopes	3.13 miles	1,000.00	3,130.00
30-inch Corrugated Metal Pipe	58 lin. ft.	8.50	493.00
36-inch Corrugated Metal Pipe	120 lin. ft.	13.50	1,620.00
12-inch Concrete Pipe	410 lin. ft.	2.10	861.00
18-inch Concrete Pipe	1,300 lin. ft.	3.75	4,875.00
43-inch Arch Type Corrugated Metal Pipe	38 lin. ft.	14.00	532.00
6-inch Perforated Metal Drain Pipe	360 lin. ft.	2.00	720.00
Special Backfill in Drains	34 cu. yds.	10.00	340.00
1-inch Galvanized Water Pipe	890 lin. ft.	0.75	667.50
2-inch Galvanized Water Pipe	350 lin. ft.	1.25	437.50
2-inch Plastic Water Pipe	1,650 lin. ft.	1.40	2,310.00
Metal Guard Rail	7,200 lin. ft.	2.34	16,848.00
			$129,114.00
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Signing	All Required		150.00
	Subtotal		$134,264.00
	10% Engr. & Cont.		13,426.00
	Total		$147,690.00

Length of Roadway	3.134 Miles
Length of 1 Structure	0.022 Mile (Exception)
Total Length	3.156 Miles
Cost of Roadway Per Mile	$47,125.07

Federal Funds	$ 89,000.00
State Funds	29,345.00
County Funds	29,345.00
	$147,690.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

Funds for Maint: Chap. 529, Law 1939

Note: Necessary funds have been deposited by Josephine County with the Highway Department.

RECEIVED
MAR 28 1961
FOR FILING

S-222(3)
5648

March 27, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 28, 1960, on Contract No. 5680, Galice-Windy Gap Section, in Josephine County, in connection with Federal Aid Project No. S-222(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RECEIVED
JAN 25 1961
FOR FILE

2-222(3)

5680

January 25, 1961

Home Indemnity Company
American Bank Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5680 for grading the Galice-Windy Gap Section of the Galice Road in Josephine County was completed by the contractor, J. M. Arens, on October 28, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $3,929.12 will be released to the contractor, assigned to The First National Bank of Oregon, on or after February 3, 1961. The total contract amount is $138,945.93, of which amount $4,994.70 represents force account items.

You were previously notified that a claim had been filed against this contract, which has since been paid in full.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. J. M. Arens
1601 NE Columbia Blvd.,
Portland 11
Oregon

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

December 19, 1960

NOTED
Harold C. Ayers

222(3)

Josephine County Court
Courthouse
Grants Pass, Oregon

Project ~~S-222(2)~~

Gentlemen:

This is to advise you that work on the Galice-Windy Gap Section of FAS 594 in Josephine County was completed on October 26, 1960.

Under the terms of the agreement dated April 12, 1960, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

cc: Mr. R. L. Templin, County Engineer

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 16 1960
FOR FILING

December 16, 1960

Home Indemnity Company
American Bank Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. M. Arens on contract #5680 for grading the Galice-Windy Gap Section of the Galice Road in Josephine County.

This payment, in the amount of $600.50, will be released to contractor, assigned to the First National Bank of Oregon, on or after December 27, 1960. The retained percentage is $4,021.30.

You were previously notified that a claim had been filed against this contract, which has since been paid.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Mr. J. M. Arens
1601 NE Columbia Blvd.,
Portland 11
Oregon

RECEIVED
NOV 30 1960
FOR FILING

S-222 (3)
5650

November 29, 1960

Home Indemnity Company
American Bank Bldg.,
Portland 4
Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to J. M. Arens, assigned to the First National Bank of Oregon, a portion of the funds heretofore retained by the Commission on contract #5680 for grading the Galice-Windy Gap Section of the Galice Road in Josephine County.

This payment, in the amount of $27,345.52, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,002.73. The present payment will be released on or after December 9, 1960.

You were previously notified of a claim against this contract, which has since been released by the Howard-Cooper Corp.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. J. M. Arens
1601 NE Columbia Blvd.,
Portland 11
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 26, 1960

Section Galice - Windy Gap

Highway Galice Road County Josephine

Contractor J. M. Arenz

Date of contract April 26, 1960

Date work started May 16, 1960

Project authorization . . . . . $ 148,347.00

Exclusive of engineering . . . . $ 137,797.88

Kind of work Grading

Section prefix 517 - 1046

Contract number 5680

Specified work days 100

Work days used 93

Per cent of time elapsed 93.0 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 139,621.24

Estimated per cent overrun [redacted] . . . . . 0.5 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 10,549.12

Engineering cost to date $ 9,292.00, 88.1 %

Date project was completed October 28, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%				

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Working on semi-final estimate (estimated completion, December 10th)

Const. Dept.

CONSTRUCTION DIVISION
RECEIVED
NOV 29 1960
NOTED-- CE RE ACE COE

NOTED
C. F. PAULSEN

Signed Glenn E. Roberts by Ronald J. Brazeau

Address P.O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.13				
Miles partially completed	None				
Miles completed	3.13				
Total estimated quantities (contract)	143,700 C.Y.				
Total quantities corrected to date	150,764 C.Y.				
Estimated quantities moved or placed to date	150,764 C.Y.				
Average daily quantities	1,621 C.Y.				
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0				
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Scattered Showers		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain & Wet Snow		
Saturday			

NOTED
C G SWENSON

NOTED
H. S. COX

November 22, 1960

Josephine County Court
Courthouse
Grants Pass, Oregon

Project S-222(3)

Gentlemen:

This is to advise you that work on the Galice-Windy Gap Section on FAS 594 in Josephine County was completed October 28, 1960.

Under the terms of the agreement dated April 12, 1960, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

RECEIVED
NOV - 2 1960
FOR FILING
S. 222 (3)
5610

Salem, Oregon
November 1, 1960

Mr. C. C. Swenson
County and City Relations Engineer
O F F I C E

This is to advise you that work was completed on October 28, 1960, on Contract No. 5680, Galice-Windy Cap Section, in Josephine County, in connection with Federal Aid Project No. S-222(3).

R. L. Porter
Office Engineer

CK:bb

RECEIVED
OCT . . 1960
FOR FILING

October 25, 1960

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

We have received notification, dated October 21, from Howard Cooper Corporation, Portland, that they are releasing their claim against Jack H. Arens for tractor rental.

Our records indicate this to be in connection with Contract No. 8480 for grading the Galice-Windy Gap Section of the Galice Road in Josephine County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc:
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

J. H. Arens
1601 N. E. Columbia Blvd.
Portland 11, Oregon

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
OCT 26 1960
FOR FILING

L-272 (3)

5680

October 25, 1960

Howard Cooper Corporation
P. O. Box 3704
Portland 8, Oregon

Attention: Mr. H. A. Lehman
Credit Manager

Gentlemen:

This is to acknowledge receipt of your letter of October 21, which was addressed to the Secretary of State, stating that you are releasing your claim against Jack M. Arenz for tractor rental on Contract No. 5680.

This information will be noted in our records and we will advise the surety and the contractor regarding it.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

HOWARD COOPER CORPORATION

MAIN OFFICE
8501 N. E. KILLINGSWORTH
PHONE AL 2-2441

P. O. BOX 3704
PORTLAND 8, OREGON

October 21, 1960

Howell Appling, Jr.
Secretary of State
Salem, Oregon

and

Home Indemnity Company
American Bank Building
Portland, Oregon

Re: Jack M. Arenz

Gentlemen:

Partial settlement has been made by Jack M. Arenz and satisfactory arrangements have been negotiated for the final settlement of the claim which we filed against his bond on August 11, 1960, pertaining to the Galice-Windy Gap Oregon State Highway contract No. 5680.

Accordingly then, it is our desire to release our claim.

Yours very truly,

HOWARD-COOPER CORPORATION

H. A. Lehman
Credit Manager - Vice President

Hal/fb

RECEIVED
OCT 25 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 24 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
AUG 24 1960
FOR FILING

Mrs. Cook
please note on card

August 23, 1960

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Howard-Cooper Corporation against J. M. Arena on Contract No. 3440, for work on the Galice-Windy Cap Section of the Galice Road in Josephine County. This claim is for tractor rental on two D-8 Caterpillar tractors at $2,000 per month each, commencing June 6, 1960 and June 27, 1960.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

JCG:rv

Att.

cc: Commissioners - 3
W. C. Williams
Forrest Cooper
Jewett, Barton, Leavy & Kern, Lewis Bldg., Portland 4, Oregon
J. M. Arena, 1601 NE Columbia Blvd., Portland 11, Oregon

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

August 15, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Howard-Cooper Corporation, 8501 N. E Killingsworth, Portland, Oregon, and filed as of this date, a notice of claim by same for Tractor rental on two (2) D-8 Caterpillar Tractors S/N 15A1218 and S/N 14A379 at $2,000.00 per month each commencing June 6, 1960 and June 27, 1960 respectively againist the bond taken from Jack M. Arenz and the Home Indemnity Company, for the work on the Galice-Windy Gap Section, 3 13/100 Galice Road, 20 miles Northwest of Grants Pass in Josephine County, Bond No. N-333881. State Highway Contract No. 5680.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

done 8-23-60

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
AUG 23 1960
OREGON
STATE HIGHWAY COMMISSION

August 11, 1960

Howell Appling, Jr.
Secretary of State
Salem, Oregon

and

Home Indemnity Company
American Bank Building
Portland, Oregon

Re: Jack M. Arens

Gentlemen:

Notice is hereby given that the undersigned, Howard-Cooper Corporation, and Oregon Corporation, having its principal place of business and post office address at 8501 N. E. Killingsworth, Portland, Oregon, has a claim for

Tractor rental on two (2) D-8 Caterpillar Tractors, S/N 15A1218 and S/N 14A379 at $2,000.00 per month each commencing June 6, 1960 and June 27, 1960 respectively.

against the bond taken from Jack M. Arens and the Home Indemnity Company, for the work on the Galice-Windy Gap Section, 3 13/100 Galice Road, 20 miles Northwest of Grants Pass in Josephine County, Contract No. 5680, Bond No. N-333881.

File # 3714

FILED
AUG 15 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

HOWARD-COOPER CORPORATION

John J. Breiling
Treasurer

RECEIVED
AUG 15 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

cc: Jack Arens
Jewitt, Barton, Leavy & Kerr

RECEIVED
JUN 17 1960
FOR FILING

I-222(3)
5680

A

June 15, 1960

Mr. C. V. Bennett, Asst. Vice President
First National Bank of Oregon
P. O. Box 3457
Portland 8, Oregon

Dear Mr. Bennett:

This is to acknowledge your letter of June 13 to which was attached two copies of an assignment of claim in which J. M. Arena assigned all money due or to become due on Contract 5680 to the First National Bank of Oregon. Also attached was a consent of the Home Indemnity Company, signed by Mr. G. H. Burnett, consenting to the assignment.

A copy of the assignment is being forwarded to the Auditor so that future payments can be made as directed in the assignment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: E. H. Maison

NOTED ON CARD

June 15, 1960

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Gentlemen:

We have received an assignment of claim, signed by J. M. Arens, assigning all money due or to become due on Contract 5680 to the First National Bank of Oregon. This contract is for grading the Galice-Windy Cap Section of the Galice Road in Josephine County.

A copy of the assignment has been sent to the Auditor so that future payments can be made as directed in the assignment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:rj

cc: Home Indemnity Company
American Bank Building
Portland 4, Oregon

J. M. Arens

The FIRST National Bank of Oregon
PORTLAND

HEAD OFFICE • 400 S. W. 6TH AVENUE, P. O. BOX 3487, PORTLAND 8, OREGON

Loan Adjustment Department
June 13, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

With further reference to your letter of June 8 in connection with the Assignment to the Bank from J. M. Arenz with all funds due or to become due on Contract 5680. We are enclosing herewith two sets of executed copies of the Assignment, together with the attached consent of the surety, Home Indemnity Company to the Assignment.

I kindly ask that you acknowledge receipt of the assignment.

Very truly yours,

C. V. Bennett

C. V. Bennett
Assistant Vice President

AVP/s

RECEIVED
JUN 14 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN - 8 1960
FOR FILING

J 222 (3)

5F 10

June 8, 1960

Mr. C. V. Bennett
Assistant Vice President
The First National Bank of Oregon
P. O. Box 3457
Portland 8, Oregon

Dear Sir:

In this morning's mail we received your letter of June 7 to which was attached the original and one carbon copy of an assignment to the bank from J. M. Arens of all funds due or to become due on Contract No. 5680.

We are returning the original copy of the assignment and a partially filled in copy on our own form which we would prefer.

In either event, however, it will be necessary that we have the written consent of the surety which is the Home Indemnity Company, through Jewett, Barton, Leavy & Kern, Lewis Building, Portland 4. The consent of the surety should state their consent to the particular assignment involved or, if they wish, they may sign the assignment form.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

FQ:fp

The FIRST National Bank of Oregon
PORTLAND

HEAD OFFICE • 400 S. W. 6TH AVENUE, P. O. BOX 3487, PORTLAND 8, OREGON

Loan Adjustment Department
June 7, 1960

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Enclosed you will find the original and duplicate of the Assignment to this Bank by J. M. Arenz in connection with grading contract #5680 awarded April 25, 1960, with work performed in Josephine County, Oregon, on Galice, known as the Galice Windy Gap section.

We kindly ask you to acknowledge the receipt of this Assignement by signing receipt of an executed counterpart hereof. Please return the acknowledgement to the attention of the writer.

Very truly yours,

C. V. Bennett
Assistant Vice President

CVB/s

RECEIVED
JUN 8 1960

ASSIGNMENT

KNOW ALL MEN BY THESE PRESENTS, that for and in consideration of the sum of Ten and No/100 Dollars ($10.00) and other valuable considerations, the receipt of which is hereby acknowledged, J. M. Arens, hereinafter called "Assignor," has sold and assigned and by these presents does sell, assign, transfer, convey, set over and deliver unto The First National Bank of Oregon, Portland, a national banking association, hereinafter called "Bank," its successors and assigns, all sums of money due and to become due, owing or payable from the State of Oregon, by and through its State Highway Commission, under and by virtue of that certain contract for grading Galice - Windy Gap section of the Galice Road, Josephine County, and entered into by and between the Assignor and the State of Oregon, by and through its State Highway Commission, on April 25, 1960, including any and all sums of money due or to become due under any existing or future addenda, amendments, supplements, change orders, or modifications of said contract. No. 5680.

TO HAVE AND TO HOLD, the same unto the Bank, its successors and assigns.

The Assignor covenants that Assignor will receive all moneys advanced hereunder by the Bank as a trust fund to be first applied to the payment of claims of laborers, materialmen, subcontractors and of other expenditures arising out of the performance of said contract, and until such payments have been made by Assignor he will not use any part of said advances for any other purpose; and Assignor does warrant to the Bank, that he has not heretofore transferred or assigned said contract or any sums of money due or to become due thereunder, or any right or interest therein or thereto; that there are no setoffs or counterclaims to said contract.

The Assignor does covenant to and with the Bank that he will fully and faithfully perform all and singular the terms, conditions, covenants and agreements in said contract contained on the part of the Assignor to be performed.

The Assignor does hereby constitute and appoint the Bank, its successors and assigns, his true and lawful attorney, with full power of substitution, to demand, collect, receive, receipt for, sue for and recover all sums of money which may now or hereafter become due, owing or payable under said contract; to endorse and cash checks, drafts or warrants issued in payment therefor, to file any claim or claims or to take any action or proceeding either in its own name or in the name of the Assignor, or otherwise, which in the discretion of the Bank may seem to be necessary or advisable. This power of attorney is given as security for an indebtedness and the authority hereby conferred is and shall be irrevocable and shall continue in full force

and effect until renounced by the Bank.

It is expressly understood and agreed that the Bank shall not be required or obligated in any manner to make any demand or to make any inquiry as to the nature or sufficiency of any payment received by it, or to represent or to file any claim, or take action to collect or enforce the payment of any amount which may have been assigned to it, or to which it may be entitled hereunder at any time or times.

Assignor agrees that at any time, or from time to time, upon written request of the Bank, he will execute and deliver such further documents and do such other acts or things as the Bank may request in order further to effect the purposes of this assignment.

IN WITNESS WHEREOF, the Assignor has hereunto set his hand this 6 day of June, 1960.

J. M. Arens

STATE OF OREGON)
) ss
COUNTY OF)

June 6 A.D. 1960.

Personally appeared the above named J. M. Arens and acknowledged the foregoing instrument to be his voluntary act and deed. Before me:

S Blake Haywood
Notary Public for Oregon
My commission expires:
My Commission Expires Oct. 8, 1960

Notice of the foregoing assignment is acknowledged by receipt of an executed counterpart hereof.

Date:

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTE NOTED
C. G. SWENSON H.S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/1/60	ee 606		517-1016-297

INVOICE NUMBER 65044

Josephine County
Grants Pass, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$29,700.00
Galice-Hindry Gap Section, FAS 594. Partial transfer of county's share of total cost as per agreement dated 4/12/60			23,700.00
To be retained			$ 6,000.00

RECEIVED
JUN 3 1960
ENGINEER
COUNTY & CITY SECTIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150X (REVISED 5-60)

NOTED
C. G. SWENSON

April 26, 1960

NOTED
H. S. COX

Josephine County Court
Courthouse
Grants Pass, Oregon

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $29,700 covering the County's share in the estimated total cost for construction of the Galice-Windy Gap Section of FAS 594.

A copy of the contract and a set of plans will be mailed to you as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

JDG:mm

NOTED
V. R. JONES

NOTED
H. S. COX

Salem, Oregon
April 26, 1960

Advance Deposit
FAS 594, Josephine County

Mr. R. L. Porter
O F F I C E

NOTED
[illegible] C. Ayers

This is to advise you that we have received Josephine County's advance deposit covering the Galice-Windy Gap Section of FAS 594.

This project is now clear for award of a contract.

John D. Graham
County & City Relations Office Engineer

JG:mm

NOTED
C. G. SWENSON

Salem, Oregon
April 25, 1960

NOTED
H. S. COX

Advance Deposit
FAS 594, Josephine County

Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

NOTED

Attached is Josephine County's check in the amount of $29,700 which represents the county's share in the estimated total cost for construction of the Galice-Windy Gap Section of FAS 594.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

PHONE GR 6-2361

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
COURT HOUSE
GRANTS PASS, OREGON

April 21, 1960

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Atten: Mr. H. S. Cox
Asst. County & City Relations Engineer

Dear Sir:

We are herewith enclosing advance deposit in the amount of $29,700 for Josephine County covering 20% of contract for construction of the Galice-Windy Gap Section, FAS 594.

Yours very truly,

R. L. Templin, Jr., County Engineer
Josephine County, Oregon

RLTJr.
el

Encls (1)

RECEIVED
25

NOTED
V R JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

April 20, 1960

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
Harold C. Agent

Gentlemen:

On April 19, a satisfactory bid was received from J. M. Arens of Portland, Oregon, for construction of the Galice-Windy Gap Section, FAS 594. As per agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$129,114.00
Anticipated Additional Items	
Flagging	2,500.00
Move Mail Boxes	100.00
Signing	150.00
	$131,864.00
Engineering & Contingencies (12½%)	16,483.00
Estimated Total Cost.	$148,347.00
County Advance Deposit	
20% of $148,347.00	$ 29,700.00

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $29,700, forwarding same to this office. When this deposit is received a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By H. S. Cox

Advance Deposit A-25-60

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

cc: Mr. R. L. Templin, Jr., County Engineer

FORM S-123

RECEIVED
MAY 27 1960
FOR FILING
5222
5600

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FREDERICKSEN
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1960

Mr. J. M. Arens
1601 NE Columbia Blvd.,
Portland 11
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5680, awarded April 25, 1960, for grading the Galice-Windy Gap Section of the Galice Road in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED

S-222(3)

5680

When replying, refer to
08-35.5

408 State Highway Building
Salem, Oregon

May 18, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

S-222(3) Galice to Taylor Creek

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

By: E. R. Cowan
Acting Division Engineer

RECEIVED
MAY 18 1960
FOR FILING
F 222(3)
5620

A

May 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 16, 1960, on Contract No. 5620, Galice-Windy Cap Section, in Josephine County, in connection with Federal Aid Project No. S-222(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
APR 23 1960
FOR FILING
1-222(3)
5680

#5680

Salem, Oregon
April 26, 1960

MISC. CONTRACTS and AGREEMENTS No. 2214

FAS Project Agreement
Josephine County

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: Mr. John D. Grehan
Office Engr, County & City Relations

Attached is a conformed copy of an agreement with Josephine County covering the Galice-Windy Gap Section on FAS 594 in Josephine County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Josephine County.

Ass't. Secretary

rn
Enc.

FORM E-20X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1960

SUBJECT: FAS Project Agreement
Josephine County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Galice-Windy Gap Section on FAS 594 in Josephine County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/11/58.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-11-58 Min Page 30
Secretary

RECEIVED
APR 28 1960
FOR FILING

1-22(3)

5680

April 26, 1960

County Court of Josephine County
Court House
Grants Pass, Oregon

Gentlemen:

We are enclosing for the records and files of Josephine County a fully executed copy of an agreement between the State Highway Commission and Josephine County covering the Galice-Windy Gap Section of FAS 594 in Josephine County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By _____
C. V. Head, Assistant Secretary

rn
Enc.

RECEIVED
MAY 6 - 1960
FOR FILING

S-222(3)
SP-82

April 28, 1960

Mr. J. M. Arens
1601 N. E. Columbia Boulevard
Portland 11, Oregon

Dear Mr. Arens:

The State Highway Commission on April 21, 1960 accepted your proposal for grading on the Galice-Windy Gap Section of the Galice Road in Josephine County for the sum of $129,114.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5680.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 25, 1960

J. M. Arens
1601 N. E. Columbia Boulevard
Portland, Oregon

Contract for grading on Galice-Windy Gap Section of Galice Road in Josephine County for which you submitted low bid on April 19 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

4.12.60

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-222(3)

Highway No. FAS 594

Name of Project Galice-Windy Gap Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Grants Pass, Oregon, this 12th day of April, 1960.

Josephine County Court

Raymond A Lathrop
Judge

B. E Davidson
Commissioner

Edward Bonnette
Commissioner

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

April 4, 1960

Josephine County Court
Courthouse
Grants Pass, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Galice Road Section on FAS 594.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $183,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be mailed so as to arrive in Salem not later than April 15.

As this office has not been advised regarding the status of right-of-way negotiations, three right-of-way certificates are enclosed for your respective signatures. An early return of these signed certificates will be greatly appreciated. Any conditions agreed to in the right-of-way negotiations which might affect the construction of this project should be listed at the bottom of the right-of-way certificate.

It is presently planned to accept bids for this project on April 19.

Very truly yours,

W. C. Williams
State Highway Engineer

By: H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

NOTED
C. SWENSON

NOTED
V. R. JONES

March 8, 1960

Mr. Richard Templin, Jr.
Josephine County Engineer
Courthouse
Grants Pass, Oregon

Dear Mr. Templin:

Enclosed are four copies each of six revised option forms covering right-of-way required in connection with the Windy Gap-Galice Section of FAS 594. Also being forwarded under separate cover are three prints of a right-of-way map showing the location of the property involved.

After negotiations for the right-of-way have been completed, please notify this office by signing and returning two copies of the enclosed right-of-way certificate. Any conditions agreed to in the right-of-way negotiations which might affect our construction project should be listed at the bottom of the right-of-way certificate.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. C. Swenson
County and City Relations Engineer

JDC:mm
Encl.

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. G. SWENSON

Salem, Oregon
March 4, 1960

SUBJECT: File Nos. 30658, 30659 and 30662
Galice-Windy Gap Section
Galice County Road

To: Clarence Swenson
County & City Relations Engr.

OFFICE

We are informed by D. J. Barbee's approval of the request for revision due to a line change, that the following files on the Galice-Windy Gap Section of the Galice County Road in Josephine County will be revised. The files revised are: 30655, 30656, 30657, 30660 and 30661, and we are hereby cancelling files 30658, 30659 and 30662.

The revised descriptions on the remainder of the revisions will be sent to the County & City Relations in the near future.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:sm

cc/ Frank Morgan, Div. Engr.
Larry Holt, R/W Supv.
Tom Edwards, Attn; Floyd Scott

RECEIVED
MAR 1960
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30 80M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. G. SWENSON

Salem, Oregon
March 4, 1960

SUBJECT: File Nos. 30658, 30659 and 30662
Galice-Windy Gap Section
Galice County Road

To: Clarence Swenson
County & City Relations Engr.

OFFICE

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The revised descriptions on the remainder of the revisions will be sent to the County & City Relations in the near future.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

EFS:sm

cc/ Frank Morgan, Div. Engr.
Larry Holt, R/W Supv.
Tom Edwards, Attn; Floyd Scott

RECEIVED
MAR . 1960
ENGR.
COUNTY & CITY

NOTED
V. R. JONES

NOTED
C. G. SWENSON

December 23, 1959

Mr. Richard Templin, Jr.
Josephine County Engineer
Courthouse
Grants Pass, Oregon

NOTED
Harold C. Ayers

Dear Dick;

I have finally obtained the right-of-way option forms for the Galice-Windy Gap Section of FAS 594 and am enclosing four copies each of the sixteen descriptions involved. Under separate cover I am forwarding five prints of the right-of-way map showing the property described in the options. Last Friday I mailed you film prints of the plans.

It is believed the right-of-way through unreserved federal lands could be obtained under the provisions of Section 2477, Federal Revised Statutes, by establishing the road by one of the methods available to the county under Oregon law. The following excerpt from U. S. Department of Commerce, Bureau of Public Roads, Policy and Procedure Memorandum 21-4.3 is offered for your information:

"4. SECTION 2477, REVISED STATUTES

This statute grants right-of-way for the construction of highways over public lands not reserved for public uses. The grants of right-of-way by this section become effective upon the construction or establishment of highways, in accordance with the State laws, over public lands not reserved for public uses. No application should be filed under Revised Statutes 2477, as no action on the part of the Government is necessary. The Bureau of Land Management will not receive and record on its tract books rights-of-way acquired under this section. This section does not grant the right to take materials for roads from the public lands nor does it properly document the control of access. In such cases Section 17 of the 1921 Act or Section 107(d) of the 1956 Act should be used. This law is in the nature of an offer of the right-of-way, and an acceptance is necessary before the public right becomes effective. If superior adverse rights have accrued, the State or other public authority would have to take the land subject to such rights."

If you need anything further from the Highway Department, please advise.

Very truly yours,

NOTED
JOHN D. GRAHAM

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1959

RECEIVED
DEC 22 1959
ENGINEER
COUNTY & CITY RELATIONS

SUBJECT: OPTIONS
Galice-Windy Gap Sec.
Galice County Road

To: Mr. C. G. Swenson
County & City Relations Engr.
O F F I C E

Attached you will find 16 original option forms and 1 description in quadruplet covering right of way to be acquired in connection with Galice-Windy Gap Section of Galice County Road in Josephine County.

Please return to the right of way department a copy of each signed option to inform the Highway Engineer the conditions, if any, on the transaction.

We are forwarding under separate cover 5 prints of map No. 8B-16-9 covering this area and bearing our date of December 16, 1959.

File No.	Name	Area	
30650	Harold B. & Edna J. McCord	0.15 Acre	P 1
		0.14 "	P 2
		0.09 "	P 3
30651	Floyd W. & Zona B. Henderson	1.65 "	P 1
		0.52 "	P 2
		2.5 "	P 3
		0.11 "	P 4
30652	Claude T. & Florabel Nelson	0.23 "	P
30653	C. C. & Marjorie O. Cummings	0.08 "	
30654	Fred A. & Erville Lee Dayton	0.03 "	
30655	Cary F. & Alice A. Fly	0.67 "	
30656	H. M. & Helen Grace Fly	0.30 "	
30657	Alvin O. & Ruth P. Chilton	0.28 "	
30658	Graham D. & Ruth E. Hoffman	0.55 "	
30659	Joe & Mildred E. Kucera	0.03 "	
30660	Frank & Lucille Sparks	0.03 "	
30661	Sherman S. & Mary Louise Smith	0.06 "	
30662	Martha Carpenter	3.0 "	
30663	Fred McFarlane	0.06 "	
30664	Frank H. & Amy L. Sanford et al	1.7 "	
30665	Walter W. Vincent et al	0.21 "	
30666	United States of America (BLM)	9.0 "	P 1
		2.1 "	P 2

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 16 Options
1 Desr.

cc: Frank Morgan
Larry Holt

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 7, 1960

SUBJECT: OPTIONS
Galice-Windy Gap Sec.
Galice County Road
Josephine County

To: Mr. C. G. Swenson
County & City Relations Engr.
O F F I C E

Attached you will find 6 revised option forms in quadruplet covering right of way to be acquired in connection with Galice-Windy Gap Section of Galice County Road in Josephine County.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineer the condition, if any, on the transaction.

For your information we have enclosed a copy of a "Request for Revision" form re these revisions. Files 30658, 59 and 62 have been cancelled.

We are forwarding under separate cover 3 prints of map No. 8B-16-9 covering this area and bearing our date of March 3, 1960.

File No.	Name	Area
30655	Cary F. Fly, et ux	0.70 Acre
30656	H. M. Fly, et ux	0.34 "
30657	Alvin O. Chilton, et ux	0.5 "
30660	Frank Sparks, et ux	0.01 "
30661	Sherman S. Smith, et ux	0.01 "
30666	United State of America (B. L. M.)	9.0 " P 1 2.0 " P 2

RECEIVED
MAR [illegible] 1960
ENGINEER
COUNTY & CITY RELATIONS

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 5 Options
1 Descr.
Request form

cc: Frank Morgan
Larry Holt

NOTED
C. C. [illegible]ON

NOTED
Harold C. Ayers

October 1, 1959

Mr. Richard L. Templin, Jr.
Josephine County Engineer
Courthouse
Grants Pass, Oregon

NOTED
John F. Hagemann

NOTED
V. R. JONES

Dear Sir:

Enclosed are three plan and profile sheets for the Galice-Windy Gap Section of FAS 594 which have been revised in accordance with your request. Please note that sheet 3 shows 18,194 cubic yards of excess material to be wasted.

Additional prints of these revised sheets are being forwarded to our division office in Roseburg from which we expect someone to contact you in order to establish the right-of-way limits. The enclosed sheets are being forwarded so that you will have an opportunity to review the revisions prior to conferring with our division personnel.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

PHONE GR 6-2361

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
COURT HOUSE
GRANTS PASS, OREGON

NOTED
Harold C. Ayers

C.P.S. 594

Sept. 25, 1959

RECEIVED
SEP 2 1959

Mr. John Hagemann
City and County Relations Division
Oregon State Highway Commission
State Highway Bldg.
Salem, Oregon

Dear Sir:

Enclosed find copy of field notes showing offsets used from "L" line on Windy Gap-Galice Section from Station 5 to Station 20.

Respectfully,

RLTJr.
ef

R. L. Templin, Jr., County Engineer.

Encls (1)

Wrote To Design Div.
J.F.H.

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
V R JONES

Salem, Oregon
July 6, 1959

Mr. Tom Edwards
O F F I C E

Calice-Windy Gap Section
FAS 594, Josephine County

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

Based on the best figures available at this time there are FAS funds totaling $175,000 (includes state, county, and federal funds) available for this project. All costs in excess of this amount will be paid by the county. Please advise this office if the reviewed estimate exceeds the field estimate by any considerable amount.

Extra work items shown in the field estimate for moving telephone and power poles (totaling $7,200) would not normally be a part of the FAS project as this represents part of the county obligation in obtaining right-of-way.

This project was initially set up for construction with fiscal year 1960 funds; however, since it appears that all 196 funds have already been programmed, this project cannot be contracted until fiscal year 1961 funds are apportioned.

The print of the detail map mentioned in the letter of transmittal from the division office can either be forwarded directly to the county or forwarded to this office for transmittal to the county. Please advise if it is sent directly.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: Frank Hall
V. G. O'Neil
Vic Wolfe

No R/W description need be prepared. Co. plans to legalize the rd. using our survey as the base.

Harold C. Avers

MEMO TO J. W. NASH
7/6/59

NOTED

FAS 594, JOSEPHINE COUNTY

TERMINI: From Galice easterly to Tayler Creek (Galice-Tayler Creek Section).

PROPOSED WORK: Grade and drain only.

PROJECT LENGTH: 3.13 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$175,000	$105,000	$35,000	$35,000 (County)

EXISTING FACILITY:
ROADWAY: 16' to 20' wide gravel surface treated with dust palliative on 20' to 24' roadway. Substandard grade and alignment.
STRUCTURES: Galice Creek - R.C.D.G. 120' long, 22' H.C., H-20. Constructed in 1954 to highway department design. Bridge to remain in place.

ADJACENT SECTIONS
WEST END: End FAS Route 594.
EAST END: Tayler Creek Bridge, 156' long R.C.D.G., H.C. 22', H-20, constructed to highway department design. Roadway to be constructed by Josephine County through 20' wide bituminous wearing surface with 4' shoulders.

PROJECT DATA: Grade and drain only to an improved grade and alignment and to a width sufficient to permit a completed roadway having a 20' wide bituminous wearing surface with 4' shoulders. Josephine County will place the above base and wearing surface to approved highway standards.

ROW WIDTH: Minimum 80'.
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
PUBLIC HEARING: None.
UNUSUAL OR COMPLICATED SITUATION: None.

Route data for FAS 594 submitted under Oregon Project S-222(2).

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Galice - Windy Gap — Highway E.A.S. 594 — County Josephine — Profile 6-12-mint
Engr. G.E. Roberts — Length of Project 3.6 Miles (Approx.) — Sta. ____ to Sta. ____ — Date 2-24-59

TYPICAL SECTIONS Traffic Classif. - Medium (Logging Area)

1½" of top course A.C.
2" of bottom course A.C.
2" of ¾"-0 leveling course

NOTED
V. R. JONES

To be placed by County.

8" of cr. rock or cr. gravel base

To be placed by County.

Use 8"

(Rocky Sandy Loam)

① Typical Soil

#200	LL	
2	PI	
10	P.200	(25% rock reduction)
80	Silt	
55	Clay	
½"	Value	

NOTED

Notes: State project will be to grade & drain.

Subgrade will generally consist of rock from cuts or talus. Typical soil represents poorest possible condition.

Required Base & Surf. Crushed	Required Base & Surf. Not Crushed	Designed Base & Surf. Aggr. Min.	Designed Base & Surf. Aggr. Surf.	Designed Base & Surf. Aggr. Base
				3½ A.C.
				2 Lev.
				8 Cr. Rk.
11				19½

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by A. L. Parker, State Assist. L
Recommended by [signature], Construction Engineer
Recommended by [signature], Engineer of Materials
Approved by [signature], Deputy State Highway Engineer

1-18-57

FAS 594 County Josephine Contract No. _____

Section _____

Location _____

1-18-59

FAS 594 County Josephine Contract No. [illegible]

Section Galice-Wonder [illegible]

Location Typ. Curve [illegible] { 57-C-30
Typ. Curve [illegible] { 57-C-31

RECEIVED
JAN 13 1959
FOR PUBLIC
1-1-22(3)
5680

1-7-59

NOTED
W. C. WILLIAMS

RECEIVED
JAN 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

LOCATION PROSPECTUS
GALICE-WINDY GAP SECTION
FAS 594 - JOSEPHINE COUNTY

The following prospectus is submitted regarding the Galice-Windy Gap Section of the Galice County Road in Josephine County. The westerly end of the project is in the community of Galice. The easterly end of the project is approximately 0.3 mile easterly of the Taylor Creek Bridge at the west end of the Windy Gap Project constructed in 1957 and 1958. The overall length of the project is approximately 3.6 miles.

The route in general will follow the existing county road. The purpose of this survey is to develop plans and estimate of cost for the improvement of the grade and alignment and to construct a roadbed of suitable width.

Very little engineering work has been done on this section. Some soils studies have been made. No special drainage problems are involved other than the determination of high water elevations in the Rogue River so that grades can be laid above these points. The line crosses Galice and Taylor Creeks, but adequate concrete bridges are in place.

The 1957 ADT is 180. The projected 1975 ADT is 360. A large percent of the traffic is log trucks. This will be a Class "E-35" highway with a maximum grade of 6 percent and maximum curvature of 18 degrees. The typical section will be two 10-foot running lanes with 4-foot shoulders. No oiling or paving of this section is included in this survey. No base design has been made but a tentative thickness of 8 inches of crushed materials is anticipated.

No definite surveys have been made of the existing road and detailed figures are not avilable as to rise and fall and curvature.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

This will be an unrestricted access facility. No interchanges or railroad crossings are involved. Two streams will be bridged with existing structures.

Agreements with the county are not necessary.

There are no state parks affected by this project.

January 7, 1959

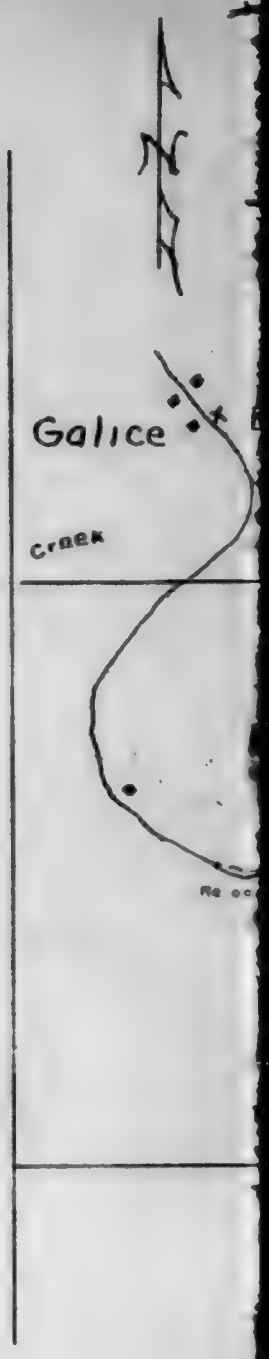
Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan (2)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
I. A. DeFrance
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)

SKETCH MAP
GALICE - WINDY GAP SECTION

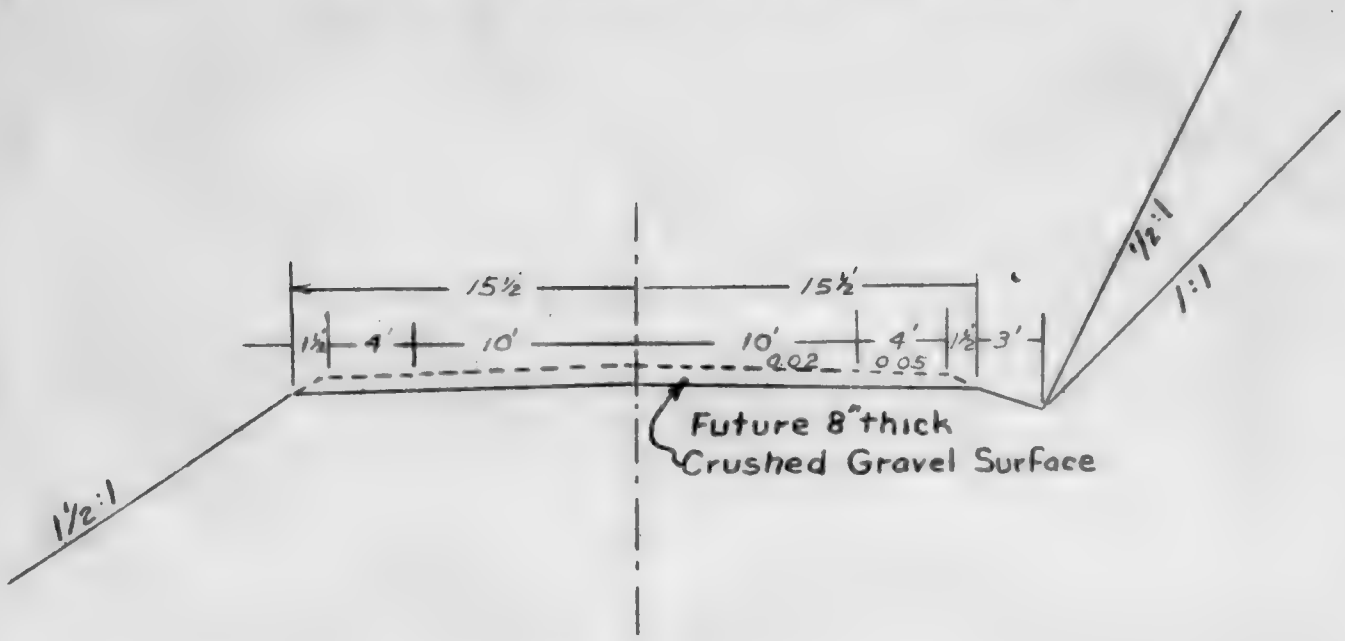
Galice County Road - Josephine County

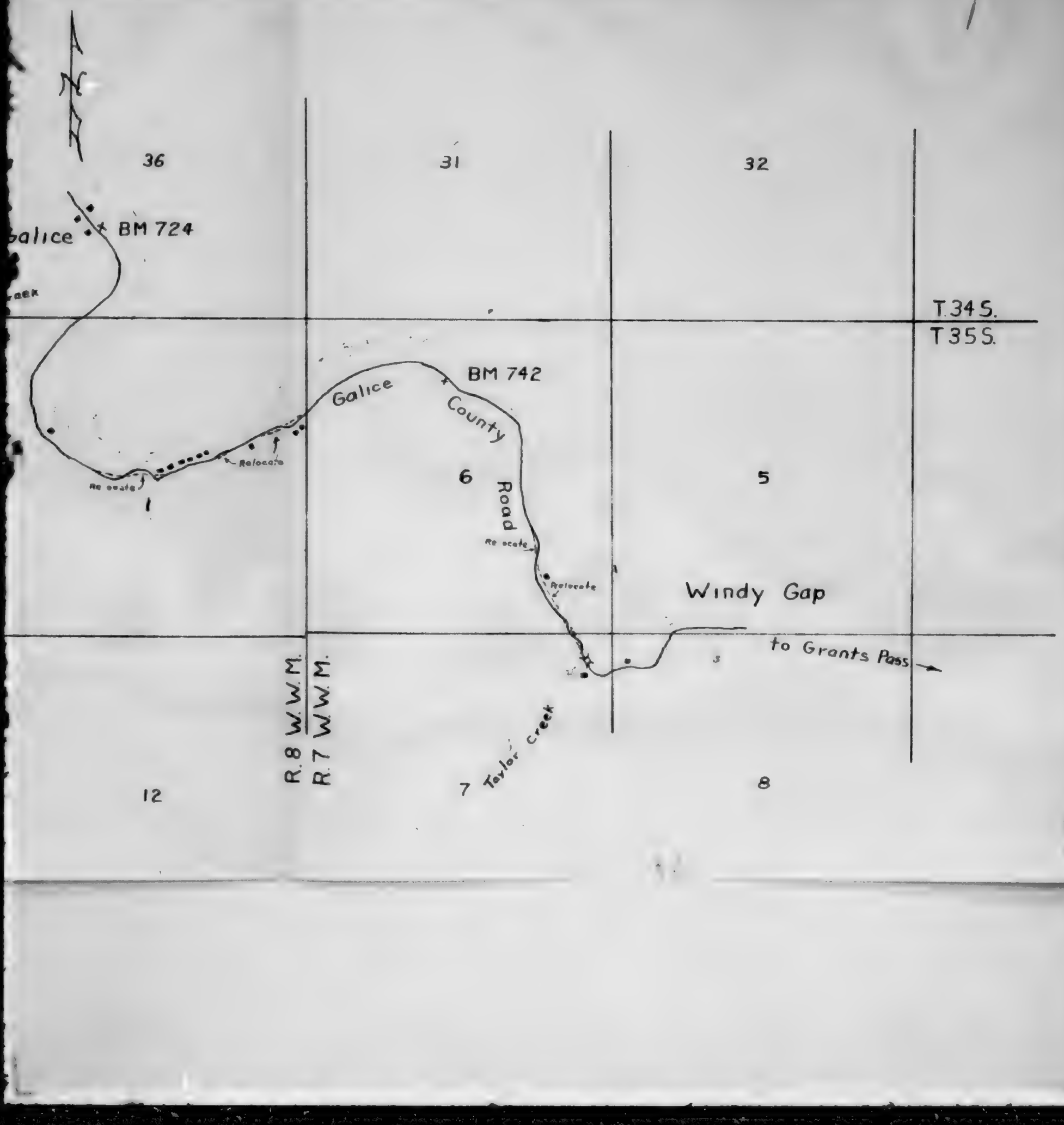
Scale 1" = Approx. 2,000 Ft G.E. Roberts Res. Engr.



Galice

TYPICAL SECTION




36
31
32
T.34 S.
T.35 S.
Galice
BM 724
BM 742
Galice
County
Road
Relocate
Relocate
Relocate
Relocate
1
6
5
Windy Gap
to Grants Pass
R.8 W.W.M.
R.7 W.W.M.
Taylor Creek
12
7
8

NOTED
Harold C. Ayers

December 12, 1958

NOTED
V. R. JONES

Josephine County Court
Courthouse
Grants Pass, Oregon

FAS 594

NOTED
John F. Hagemann

Gentlemen:

On December 11 the Highway Commission approved the County FAS project as described in the attached tabulation which is believed to conform with your initial request. The survey for this project will be under the supervision of our division office with headquarters at Roseburg.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att. 58-R

NOTED
JOHN D. G[illegible]

NOTED
C. G. SWENSON

JOSEPHINE COUNTY
PROPOSED PROJECT

FAS 594 - Galice-Windy Gap Section, 3.5 miles, $174,000. This section extends from the community of Galice easterly to the west end of the Windy Gap Section constructed under Highway Department Contract No. 5062 in 1957 and 1958.

The proposed project is to grade and drain only to a roadbed width which will permit a finished roadway width of 28'. Josephine County will place base material and a bituminous wearing surface upon completion of the FAS project. The county has some survey data which will be made available. Mr. Richard L. Templin, County Engineer, should be contacted prior to making the survey.

The $174,000 programmed represents the presently estimated total of funds available for fiscal years 1960 and 1961. After completion of the survey and estimated cost based on the survey, the project may be adjusted to fit available funds.

The B.P.R. has a survey from Galice westerly to the swinging bridge which probably should be tied to at the Galice end.

58-h
11/5/58 Highway Commission approved December 11, 1958.

S-154(7) Middle Unit, Post-Camp Cr. Sec., Paulina Hwy. (Grad. & Oiling) 1960

#5681

7-18-64

RECEIVED
JUL 21 1961

Form A (5-3...) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Oregon

County
Crook

Project report number
FOR FILING
S-154(7)

MODIFICATION OF FEDERAL-AID
PROJECT AGREEMENT

Project number
S-154(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 20, 19[illegible], is hereby modified as follows:

2681

Revised estimated total cost of project $ 183,123

Revised Federal funds $ 115,922

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of July, 1961.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: [signature]
R. C. Wright
Administrative Manager

USComm-DC 11170

July 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Middle Unit Post-Camp Creek Section, Project No. S-154(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLMC:hbm

RECEIVED

Form No. 5681 ± 2-60

Monthly Transaction No. FOR BILLING	Form 2 (8-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. S-154(7)	FEDERAL-AID PROJECT AGREEMENT	County Crook
		Project No. S-154(7)

5-8 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

St. Rd. 7 mi. E. of Post E. 6.4 mi.
(Middle Unit, Post-Camp Creek Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-31-59	3.8
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 186,192	$ 113,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Deputy State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: _____
R. C. Wright
Administrative Manager

Date executed by Division Engineer May 20, 1960

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Middle Unit, Post-Camp Creek Section, Project No. S-154(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

May 2, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Middle Unit, Post-Camp Creek Section, Project No. S-154(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-154(7)

MIDDLE UNIT, POST-CARP CREEK SECTION

OF THE PAULINA HIGHWAY IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 2, 1960

Type Code 5231
Roadway (Sta. 1682+00 thru Equa. 1873+16.22=0+00 to Sta. 8+51.04)(Contract No. 5681)

Clearing and Grubbing	All Required		$ 5,200.00
Drainage Excavation, Unclassified	670 cu. yds.	$ 2.50	1,675.00
Special Borrow Excavation, Unclassified	3,980 cu. yds.	0.30	1,194.00
General Excavation, Unclassified	85,600 cu. yds.	0.23	19,688.00
Short Overhaul	179,900 yd. sta.	0.01	1,799.00
Long Overhaul	2,150 C-yd.sta.	0.30	645.00
Truck Haul on Special Borrow	6,000 yd. mi.	0.15	900.00
Finishing Roadbed and Slopes	3.78 miles	800.00	3,024.00
Rounding Cutbanks	6,700 lin. ft.	0.18	1,206.00
12-inch Corrugated Metal Pipe	310 lin. ft.	3.35	1,038.50
18-inch Corrugated Metal Pipe	720 lin. ft.	5.00	3,600.00
24-inch Corrugated Metal Pipe	100 lin. ft.	7.00	700.00
48-inch Corrugated Metal Pipe	82 lin. ft.	17.00	1,394.00
72-inch Corrugated Metal Pipe	56 lin. ft.	40.00	2,240.00
50-inch Arch Type Corrugated Metal Pipe	58 lin. ft.	15.00	870.00
Salvage Culvert Pipe	380 lin. ft.	5.00	1,900.00
Class "A" Concrete	90 cu. yds.	70.00	6,300.00
Metal Reinforcement	15,500 lbs.	0.15	2,325.00
Metal Guard Rail	960 lin. ft.	2.50	2,400.00
Guide Posts, Type W-2	200 only	5.00	1,000.00
Type 1 Fence	1,640 rods	4.50	7,380.00
16' x 48" Metal Gates	12 only	65.00	780.00
Coarse Crushed Material in Base	47,400 tons	1.38	65,412.00
3/4" - 0 Material in Base	7,300 tons	1.40	10,220.00
Sprinkling	1,200 M-gal.	3.00	3,600.00
Preparation of Base	3.78 miles	250.00	945.00
3/4" - 0 Material in Binder Course	420 cu. yds.	3.00	1,260.00
Furnishing and Placing Aggregates	2,280 cu. yds.	3.00	6,840.00
RC-3 Asphalt	68 tons	45.00	3,060.00
120-150 Asphalt	166 tons	41.00	6,806.00
RS-1 Asphalt	48 tons	45.00	2,160.00
Extra For Oiling Approaches	24 only	20.00	480.00
			$168,041.50

Flagging (57½% of Contractor's Cost)	All Required	$ 500.00
Pave Cattle Pass Invert	All Required	125.00
Signing (Temporary)	All Required	300.00
Signing (Permanent)	All Required	300.00
	Subtotal	$169,266.50
	10% Engr. & Cont.	16,925.50
	Total	$186,192.00

Length of Roadway . . . . . 3.782 Miles
Cost of Roadway Per Mile. $49,231.09

Federal Funds	$113,000.00
State Funds	73,192.00
	$186,192.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds For Maint.: Chap. 529, Laws 1939

Form E-1—(Rev.)—

S-124 (7)
568.1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 13, 1960

Section Middle Unit, Post - Camp Creek
Kind of work Grading and Oiling
Highway Paulina County Crook
Section prefix 107-1034
Contractor McMutt and Sons, Inc.
Contract number 5681
Date of contract April 27, 1960
Specified work days 110
Date work started April 12, 1960
Work days used 5
Project authorization $190,424.81
Exclusive of engineering $176,883.49
Per cent of time elapsed 4.5 %
Estimated cost of completed project, exclusive of engineering $173,650.00
Estimated per cent overrun or underrun . . . . . Underrun 1.8 %
Per cent of contract completed, based on estimated cost . . . . . 16 %
Engineering authorization $13,541.32
Engineering cost to date $2,700, 19.9 %
Date project was completed ....., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
85	80	75	-	-	-	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Continued excavation work on easterly end of project this week with most of work concentrated in cut near sta. 1845. Material in this cut quite hard, but is being ripped without to much trouble. Good progress made with short haul being made to fills on either side of cut.

D9 worked in rock cut near sta. 1742 taking out remainder of shot rock on Monday. Tuesday the contractor moved drilling equipment back into cut and continued to drill the rest of rock.

Installed two large culverts near middle of project the first of week, and two 18" culverts on easterly end Thursday.

Two man crew drilling coyote hole in quarry all week. Have this hole in about 45 feet, and rock being taken out looks good.

Mr. Swift and Mr. Warfield over project Friday.

CONSTRUCTION DIVISION
RECEIVED
MAY 16 1960

NOTED
JOHN R. CANES

NOTED
FORREST COOPER

NOTED-- CE ACE ACE CDE

Signed Ernest L. Crumm

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.78	3.78		3.78	
Miles partially completed	3.78	0		0	
Miles completed	0	0		0	
Total estimated quantities (contract)	85,600 CY	54,700 Tons		Asph. 282 Tons Aggr. 2700 CY	
Total quantities corrected to date	"	"		"	
Estimated quantities moved or placed to date	57,000 CY	0		0	
Average daily quantities	4,400 CY	0		0	
Average daily quantities necessary to complete project on time	267 CY	521 Tons		Asph. 2.7 Tons Aggr. 25.7 CY	
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	13				
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders 1, Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers 3, Compaction rollers ..... DW-20 . . 3 Trac./Backhoe 1 . . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast & Warm		
Tuesday	Partly Cloudy, & Warm		
Wednesday	Fair, Warm, & Windy		
Thursday	Mostly Cloudy, Showers, & Cool		
Friday	Partly Cloudy, & Cool		
Saturday			

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APR 7 1961

W. C. Williams

March 20, 1961

Middle Unit, Post-Camp Creek
Contract No. 5681

FOR FILING
8-154(7)

Item 5681

FINAL COST ANALYSIS
Grading and Oiling
Subcontractor: Durbin Bros.
Resident Engineer: E. L. Scrivner

Paulina Secondary Highway
Crook County

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	Lump	5,200.00	3,012.63	3,012.63	5,200.00
Drainage Excav.	723.63	Cu. Yd.	2.50	2.83	2,051.72	1,809.08
Special Borrow Excav.	5,143.30	Cu. Yd.	0.30	0.46	2,343.32	1,542.99
General Excav.	89,382.40	Cu. Yd.	0.23	0.37	33,092.03	20,557.95
Short Overhaul	238,748	Yd. Sta.	0.01	0.015	3,563.74	2,387.48
Long Overhaul	3,591.60	C-Yd. Sta.	0.30	0.45	1,608.39	1,077.48
Track Haul	12,058.60	Yd. Mi.	0.15	0.18	2,200.25	1,808.79
Finish R.B. & Slopes	3.78	Mile	800.00	884.56	3,343.62	3,024.00
Rounding Cutbanks	3,460	Lin. Ft.	0.18	0.27	929.66	622.80
12" C.M.P. (Install only)	521	Lin. Ft.	1.32	1.15	600.96	687.72
18" C.M.P. (Install only)	734	Lin. Ft.	2.17	2.04	1,497.90	1,592.78
24" C.M.P. (Install only)	70	Lin. Ft.	2.59	2.38	166.53	181.30
48" C.M.P. (Install only)	78	Lin. Ft.	5.82	5.81	453.11	453.86
Salvage Culvert Pipe	418	Lin. Ft.	5.00	5 04	2,108.04	2,090.00
					$56,941.90	$43,036.33

Gross Revenue	$ 43,036.33
Total Cost	56,941.90
Net Loss	$ 13,905.57

Net Loss equals 32.31% of Gross Revenue

NOTED
W. C. WILLIAMS

DETAIL OF COSTS - Contract No. 5681

Labor:		
Labor (All)	$17,093.95	
Labor Insurance	1,573.16	
Welfare and Pension	933.50	
Travel Pay	702.00	$ 20,302.61
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	24,328.01	
Equipment Rental, Hired	1,134.72	
Gas and Oil	3,178.44	
Bond	204.01	
Explosives	844.11	
Freight	400.00	
Office and Overhead	1,150.00	
P.L. and P.D. Insurance	250.00	
Move In	4,500.00	
P.U.C. and License	650.00	36,639.29
TOTAL COST		$ 56,941.90

Remarks - Contract No. 5681
Subcontractor: Durbin Bros.

An error in estimating the quantity of rock to be excavated and some difficulty in shooting it resulted in a great deal of the loss sustained on this job.

The summary of costs show all items except excavation to be approximately the same as bid prices indicating a little too close on bidding.

M. N. Juve
Chief Cost Analyst

By

A. Bollinger

RECEIVED
APR 7 1961

W. C. Williams

March 20, 1961

FINAL COST ANALYSIS
Grading and Oiling
Contractor: McNutt & Sons
Resident Engineer: E. L. Scrivner

Middle Unit, Post-Camp Creek
~~Contract No. 16811~~ FOR FILING
8-154(7)

Paulina Secondary Highway
Crook County

NOTED
W. C. WILLIAMS

Item 5191

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All		5,200.00	5,200.00	5,200.00	5,200.00
Drainage Excav.	723.63	Cu. Yd.	2.50	2.50	1,809.08	1,809.08
Special Borrow Excav.	5,143.30	Cu. Yd.	0.30	0.30	1,542.99	1,542.99
General Excav.	89,382.40	Cu. Yd.	0.23	0.23	20,557.95	20,557.95
Short Overhaul	238,748	Yd. Sta.	0.01	0.01	2,387.48	2,387.48
Long Overhaul	3,591.60	C-Yd. Sta.	0.30	0.30	1,077.48	1,077.48
Truck Haul (Spec. Borrow)	12,058.60	Yd. Mi.	0.15	0.15	1,808.79	1,808.79
Finish R.B. & Slopes	3.78	Mile	800.00	800.00	3,024.00	3,024.00
Rounding Cutbanks	3,460	Lin, Ft.	0.18	0.18	622.80	622.80
12" Corr. Mtl. Pipe	521	Lin. Ft.	3.35	3.22	1,677.62	1,745.35
18" Corr. Mtl. Pipe	734	Lin. Ft.	5.00	4.83	3,545.22	3,670.00
24" Corr. Mtl. Pipe	70	Lin. Ft.	7.00	6.85	479.50	490.00
48" Corr. Mtl. Pipe	78	Lin. Ft.	17.00	16.53	1,289.34	1,326.00
Salvage Culvert Pipe	418	Lin. Ft.	5.00	5.00	2,090.00	2,090.00
Class A Concrete	99.46	Lin. Ft.	70.00	68.00	6,763.28	6,962.20
Metal Reinforcement	14,199	Lbs.	0.15	0.15	2,129.85	2,129.85
Metal Guard Rail	1,007.20	Lin. Ft.	2.50	2.25	2,266.20	2,518.00
W-2 Guide Posts	192	Each	5.00	5.00	960.00	960.00
Type 1 Fence	1,515	Rods	4.50	4.47	6,763.28	6,817.50
16 x 48 Metal Gate	12	Each	65.00	32.00	384.00	780.00
Coarse Cr. Base	44,015.36	Ton	1.38	1.31	57,654.46	60,741.20
3/4"-0 Crushed Base	7,089.42	Ton	1.40	1.37	9,742.67	9,925.19

FINAL COST ANALYSIS - Contract No. 5681
Middle Unit, Post-Camp Creek Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Sprinkling	2,555	M-Gal.	3.00	2.94	7,523.96	7,665.00
Preparation of Base	3.78	Mile	250.00	250.00	945.00	945.00
3/4" in Binder	449	Cu.Yd.	3.00	2.98	1,336.34	1,347.00
Furnish & Place Aggregate	2,194	Cu.Yd.	3.00	2.98	6,529.65	6,582.00
RC-3 Asphalt	68.38	Ton	45.00	45.00	3,077.10	3,077.10
120-150 Asphalt	177.03	Ton	41.00	41.00	7,258.23	7,258.23
RS-1 Asphalt	47.67	Ton	45.00	45.00	2,145.15	2,145.15
Oil Approaches	21	Each	20.00	20.00	420.00	420.00
PA Reinstall Cattle Guard	All	Lump	325.00	300.00	300.00	325.00
PA Purchase Excess Rock	942.42	Cu.Yd.	1.00	1.20	1,130.90	942.42
PA Cement Adj. Favor State	3	Bbl	6.47			-19.41
PA CMP Adj. Favor State	All	Lump				-60.55
EW1 Flagging						243.19
EW2 Fence Revision						120.04
					164,704.36	169,176.03

		Revenue	Cost	Profit	Loss	% Profit	% Loss
McNutt & Sons	(Contr)	89,916.69	85,445.02	4,471.67		4.97	
Durbin Bros.	(Sub)	43,036.33	56,941.90		13,905.57		32.31
Babler Bros.	(Sub)	17,545.68	17,545.68				
J.C. Denton	(Sub)	3,226.20	3,226.20				
Coats	(Sub)	8,893.13	8,893.13				
R.H. Dunn	(Hired)	6,558.00	6,558.00				
		$169,176.03	$164,704.36	$4,471.67		2.64	

DETAIL OF COST - Contract No. 5681

Labor:		
Labor (All)	$ 28,867.74	
Tax and Insurance	2,414.21	
Welfare and Pension	2,011.79	
Travel Pay	1,963.01	$ 35,256.75
Materials:		
12" Corr. Metal Pipe	989.90	
18" Corr. Metal Pipe	1,952.44	
24" Corr. Metal Pipe	298.20	
48" Corr. Metal Pipe	835.38	
Fence Wire	40.00	4,115.92
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	30,931.00	
Equipment Rental, Hired	213.70	
Gas and Oil	5,628.02	
Bond	872.17	
Explosives	3,824.42	
Move In and Set Up	1,750.00	
Small Tools and Misc. Supplies	1,173.28	
Office and Overhead	1,679.76	46,072.35
Sub and Hired Contractors:		
Durbin Bros. (Sub)	43,036.33	
Babler Bros. (Sub)	17,545.68	
J. C. Denton (Sub)	3,226.20	
Coats Co. (Hired)	6,558.00	79,259.34
TOTAL COST		$ 164,704.36

CRUSHING SUMMARY - Contract No. 5681

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	55, 873. 39	Ton	6, 758. 00	0. 1211
Drill and Shoot	55, 873. 39	Ton	7, 594. 32	0. 1359
Feed Crusher	55, 873. 39	Ton	15, 656. 17	0. 2802
Crushing	55, 873. 39	Ton	20, 497. 69	0. 3669
Total Crushing	55, 873. 39	Ton	50, 516. 18	0. 9041
Load and Haul	55, 873. 39	Ton	14, 087. 06	0. 2521
Processing	55, 873. 39	Ton	8, 090. 58	0. 1448
Total Haul and Process	55, 873. 39	Ton	22, 177. 64	0. 3969
Total Crush and Process	55, 873. 39	Ton	72, 693. 82	1. 3010

Remarks - Contract No. 5681

This was a "Federal Aid Secondary Project" calling for the grading and paving of 3.78 miles of the Middle Unit, Post-Camp Creek Section of the Paulina Secondary Highway in Crook County.

The contract was awarded April 27, 1960. Grading operations began April 18th and were completed June 24th. Crushing of rock began July 11th and continued until August 12th. Base and leveling courses were completed at the same time.

The oiling contractor processed the binder course August 19th with placing of oil mat following on August 22nd. The final seal was placed September 1st. This completed the project except for guard rail and sight posts which were accepted August 5th.

Final estimate was submitted to Division office November 15th.

On July 27th a water spout washed debris over about 700 feet of roadway and ditches to a depth of up to two feet which incurred some expense but the small profit of 2.64% on the gross revenue appears to be from a little too close bidding.

M. N. Juve
Chief Cost Analyst

By

A. Bollinger

RECEIVED
FEB 17 1961
FOR FILING

8-154(7)

5681

February 16, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5681 for grading-oiling the Middle Unit of the Post-Camp Creek Section of the Paulina Secondary Highway in Crook County was completed by the contractor, McNutt & Sons, Inc., on October 5, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $6,231.28 will be released to the contractor on or after February 27, 1961. The total contract amount is $169,176.03, of which amount $363.23 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: McNutt & Sons, Inc.,
827 North Mill Street
Springfield
Oregon

RECEIVED
DEC 5 - 1960
FOR FILING
154 (2)
5681

December 2, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to McNatt & Sons, Inc., on contract #5681 for grading-oiling the Middle Unit of the Post-Camp Creek Section of the Paulina Secondary Highway in Crook County.

This payment, in the amount of $1,050.86, will be released to contractor on or after December 12, 1960. The retained percentage is $5,032.01.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

da

cc: McNatt & Sons, Inc.,
827 North Mill Street
Springfield
Oregon

Form E-1—(Rev.)—

S-154(7)
5681

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 18, 1960

Section Middle Unit, Post - Camp Creek
Kind of work Grading and Oiling

Highway Paulina County Crook
Section prefix 107-1034

Contractor McNutt and Sons, Inc.
Contract number 5681

Date of contract April 27, 1960
Specified work days 110

Date work started April 12, 1960
Work days used 101

Project authorization $190,424.81
Exclusive of engineering $176,883.49
Per cent of time elapsed 91.8 %

Estimated cost of completed project, exclusive of engineering $169,000.00

Estimated per cent overrun or underrun . . . . . Underrun . . . 4.2 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 13,541.32

Engineering cost to date $ 12,800, 94.5 %

Date project was completed Oct. 5, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office crew completed work on semi-final estimate and data turned over to Division Engineer on Thursday.

- FINAL REPORT -

NOV 21 1960

NOTED

Noted
M. N. Lee

Signed Count L. Scruton

Address P.O. Box 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.78	3.78		3.78	
Miles partially completed	3.78	3.78		3.78	
Miles completed	3.78	3.78		3.78	
Total estimated quantities (contract)	85,600 CY	54,700 Tons		Asph. 282 Tons Aggr. 2700 CY	
Total quantities corrected to date	89,500 CY	50,850 Tons		Asph. 290 Tons Aggr. 2600 CY	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities		Project completed 10-5-60			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy&Cool, Showers		
Tuesday	Ptly.Cloudy & Cool		
Wednesday	"		
Thursday	Cloudy&Cool		
Friday	Ptly.Cloudy & Cool		
Saturday			

RECEIVED
OCT 28 1960
FOR FILING
5:104 (7)
5681

October 24, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to McNutt & Sons, Inc., a portion of the funds heretofore retained by the Commission on contract #5681 for grading-oiling the Middle Unit of the Post-Camp Creek Section of the Paulina Secondary Highway in Crook County.

This payment, in the amount of $11,274.43, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,886.15. The present payment will be released on or after November 3, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
OCT . . 1960
FOR FILING

2-154(7)
5681

October 11, 1960

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 5, 1960, on Contract No. 5681, Middle Unit, Post-Camp Creek Section, in Crook County, in connection with Federal Aid Project No. S-154(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence O. Swanson

RECEIVED
AUG 1960
FOR FILING
S-154-(7)
5481

August 25, 1960

1787

Mr. Gary E. Mahnkey
c/o Humphrey Ranch
Paulina, Oregon

Dear Mr. Mahnkey:

Reference is made to your letter of August 11 concerning the lack of traffic-control measures on a highway construction project seven miles north of Post, Oregon.

We do not have any construction under way in the area you refer to; however, we do have a construction project located approximately seven miles easterly from Post and we assume that this is the project to which you refer.

This matter has been discussed thoroughly with the Division Engineer, Mr. Dean Swift, located at Bend, and with the Resident Engineer on the project, Mr. Ernest Scrivner, 129 West 4th Street, Prineville. They have checked with the contractor and his personnel working on the job and have been unable to pin down these incidents of inadequate controls. Mr. Scrivner has also make a trip to your ranch but no one was home. I believe he left a note for you to contact him at his office in Prineville. The telephone number is HI 7-7087.

We sincerely regret hearing of instances such as this and I assure you that the State Highway Department takes the strongest possible measures to eliminate them. The Division Engineer has personally checked this matter and can find no deficencies in the travel conditions at this time; however, there may be some that he has inadvertently overlooked and if you would contact us with any information about any violations, we will immediately take steps to alleviate them.

If your car was damaged in the accident you speak of, you may wish to take it up with the contractor or his insurance carrier, and you should communicate directly with the contractor, McHutt & Sons, Inc., 827 North Mill Street, Springfield, Oregon.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Dean Swift
FBK: fp ms

PLEASE RETURN TO
FORREST COOPER

EdW

8/11/60
c/o Humphry Ranch
Paulina, Ore

Dear Sirs,

I am writing you in regards of highway Construction in the area. The jot I am speaking of is about 1 mile north of Post, Ore. My wife & my boy were traveling at a spead of 20 miles an hr. when out of nowhere a big Carry all Come down the road on the wrong side & Ran me in the ditch. They didn't have a flagman or do not have adequate lighting or barriers for night travels I wish you would please attend to this matter right away or let me know whom I can contact to straighten this out.

Thank you
& please reply at this address
Gary E. Mahnkey
c/o Humphry Ranch
Paulina, Ore.

RECEIVED
AUG 16 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 13 1960
FOR FILING
5-154(7)
5681

Salem, Oregon
August 12, 1960

Con-5681

L. H. Young
Asst. Construction Engr.
O F F I C E

I return herewith unsigned order for extra work, dated August 2, 1960. According to the general specifications covering this contract (see Section 1-7-21), the contractor is responsible for work such as this at his expense.

I agree that a change in this specification is in order, and one will be recommended in the new edition.

R. L. Porter
Office Engineer

RLP:sw

cc: Douglas Parlma

RECEIVED
MAY 23 1960
FOR FILING

COMMISSIONERS
M. K. MEYER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

5681

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

May 23, 1960

McNutt & Sons, Inc.,
827 North Mill St.,
Springfield
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5681, awarded April 27, 1960, for grading-oiling the Middle Unit of the Post-Camp Creek Section of the Paulina Secondary Highway in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAY 2 - 1960
FOR FILING

I-154(7)
5681

April 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 12, 1960, on Contract No. 5681, Middle Unit, Post-Camp Creek Section, in Crook County, in connection with Federal Aid Project No. S-154(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
MAY 6 - 1960
FOR FILING

S-154(7)

5681

April 27, 1960

McNutt & Sons, Inc.
827 North Mill Street
Springfield, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 accepted your proposal for grading and oiling on the middle unit, Post-Camp Creek Section of the Paulina Highway in Crook County for the sum of $168,041.80 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5681.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

zj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 27, 1960

McNutt & Sons, Inc.
827 North Mill Street
Springfield, Oregon

Contract for grading and oiling on the Middle Unit, Post-Camp Creek Section of Paulina Highway in Crook County for which you submitted low bid on March 29 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
APR 25 1960
FOR FILING
S. 154(7)
5681

April 22, 1960

McNutt & Sons, Inc.
827 N. Mill Street
Springfield, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 accepted your bid in the amount of $168,041.50 for grading and oiling on the Middle Unit, Post-Camp Creek Section of the Paulina Highway in Crook County, which was the low bid received for that job on March 29, 1960.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

S-116(2) Hood River Co. Rds. Oiling 1960
Proj., Deer Cr. Rd. & Creson Rd.
#5682 (Grad. & Oiling)

C8A 2212

OREGON STATE HIGHWAY DEPARTMENT

NOTED

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/20/61	30-694		521-103-297 NOTED V.R. JONES

Contract 5682
A-116(2) & A-356(2)

Hood River County
Hood River, Oregon

Attn: County Court

INVOICE NUMBER 70070 NOTED Harold C. Avers

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Oregon Road & Deer Creek-Forest Boundary, PAS 703 and 306. Covered by agreement dated April 20, 1960			
Original Advance Deposit		$26,300.00	
Less amount previously transferred		21,300.00	$ 5,000.00
County share cost as per attached statement		24,605.33	
Less amount previously transferred		21,300.00	3,305.33
To be refunded			$ 1,694.67

RECEIVED
JUN 21 1961
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150 (REVISED 7-60)

NOTED
V. R. JONES

NOTED
C. G SWENSON

June 22, 1961

NOTED
Harold C. Ayers

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

Final costs are now available on The Cresow Road and Deer Creek-Forest Boundary Sections of FAS 703 and FAS 306, Contract No. 5682, as shown in the enclosed cost statement. In accordance with the agreement dated April 20, 1960, a refund of $1,694.67 is due the County. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

V. R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

RECEIVED
DEC 15 1960
FOR FILING
L-114 (2)
L-254 (2)
5282

December 14, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5682 for oiling Reed River County Roads (FAS Routes #306 and #703) in Reed River County was completed by the contractor, J. C. Compton Co., on September 9, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $3,518.17 will be released to the contractor on or after December 23, 1960. The total contract amount is $117,696.31, of which amount $1,245.05 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
P. O. Box 217
McMinnville, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville, Oregon

HOOD RIVER COUNTY COURT

HARRIS A. HIGGINS, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
EARL A. MOORE, COUNTY COMMISSIONER

HOOD RIVER, OREGON

NOTED
H. S. COX

November 7, 1960

NOTED
Harold C. Avers

NOTED
Harold C. Ayers

C. G. Swanson
County Relations Engineer
State Highway Department
Salem, Oregon

NOTED
C. G SWENSON

Dear Mr. Swanson:

The Hood River County Court in their regular session on November 2, 1960 have gone on record with the official acceptance of the County Roads F.A.S. #306 and 703.

These roads were inspected and approved several weeks ago on a tour of the County with your local engineer Glenn Starky. However, officially, the Court has neglected to pass the proper resolution until last Wednesday. Please accept our apology for this oversight.

Sincerely,

Harris A. Higgins

Harris A. Higgins
County Judge

HAH:bjw

CC: Glenn Starky
W. C. Williams
Comm. Kenneth Fridley

RECEIVED
NOV 9 - 1960
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
OCT 28 1960
FOR FILING

S-116(2)

5682

October 24, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

It is the intention of the State Highway Commission to release to J. C. Compton Co., a portion of the funds heretofore retained by the Commission on contract #5682 for oiling Hood River County Roads (FAS Routes #306 and #703) in Hood River County.

This payment, in the amount of $10,123.68, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,518.17. The present payment will be released on or after November 3, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
P. O. Box 117
McMinnville, Oregon

NOTED
H. S. COX

NOTED
C. G. SWENSON

September 30, 1960

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to advise you that work on the Hood River County Roads Oiling Section of FAS 306 and 703 was completed on September 9, 1960.

Under the terms of the agreement dated April 20, 1960, the County agreed to assume maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

RECEIVED
SEP 23 1960
FOR FILING

S-116 (2)
S-356 (2)
5682

September 23, 1960

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 9, 1960, on Contract No. 5682, Hood River County Roads Oiling Section, in Hood River County, in connection with Federal Aid Project Nos. S-116(2) and S-356(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

Form E-1—(Rev.)—

S-114 (2)
S-356 (2)

N

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 9, 1960

Section Hood River County Roads
Highway County Roads County Hood River
Contractor J. C. Compton
Date of contract April 28, 1960
Date work started May 4, 1960
Project authorization $ 131,727.38
Exclusive of engineering $ 122,360.10
Engineering authorization $ 9,367.28
Engineering cost to date $ 8,500, 91 %

Kind of work Oiling
Section prefix 514-1043
Contract number 5682
Specified work days 75
Work days used 70
Per cent of time elapsed 93.3 %

Estimated cost of completed project, exclusive of engineering . . . $ 122,360.10
Estimated per cent overrun or underrun . . . %
Per cent of contract completed, based on estimated cost . . . 100 %
Date project was completed September 9, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor maintaining oil mat and finishing shoulders.

Work was completed Friday.

This will be the last weekly report.

Road will be closed Sept. 17 through 23 for county bridge construction.

CONSTRUCTION DIVISION
RECEIVED
SEP 13 1960

NOTED--

NOTED
JOHN A. OAKES

NOTED
C. E. PAULSEN

Signed Glenn L. Starkey
Address P.O. Box 596 Hood River, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.3	4.94		4.94	
Miles partially completed					
Miles completed	4.3	4.94		4.94	
Total estimated quantities (contract)	38,300	27,800		2,870	
Total quantities corrected to date	37,028.5	26,770		3,538	
Estimated quantities moved or placed to date	37,028.5	26,770		3,538	
Average daily quantities		23			
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			

Men 1

Supervision 1

Men and trucks under 3 tons 1

Men and trucks over 3 tons 1

Men and tractors 1

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....Water Wagon 1 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	showers		
Monday	showers	8	Holiday
Tuesday	clear	0	
Wednesday	clear	0	
Thursday	clear	0	
Friday	clear	0	
Saturday	clear		

FORM E-120

RECEIVED
JUN - 7 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

A

1 111(2)
1 356(2)
5682

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

J. C. COMPTON CO.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5682, awarded April 28, 1960, for oiling Hood River County Roads (FAS ROUTES #306 and #703), Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/1/60	cc 607		514-1043-397

INVOICE NUMBER: 65045

Hood River County
Hood River, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$26,300.00
Hood River County Roads Section, FAS 306 and 703. Partial transfer of county's share of total cost as per agreement dated 4/20/60			21,300.00
To be retained			$ 5,000.00

NOTED
C. G. SWANSON
H. S. COX

RECEIVED
JUN 3 1960
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

A 150X (REVISED 5-60)

NOTED
V R. JONES

NOTED
H. S. COX

May 3, 1960

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
C G. SWENSON

NOTED
Harold C. Ayers

Gentlemen:

This is to advise that Contract No. 5682 has been awarded to J. C. Compton Company for the Hood River County Roads Oiling project on FAS 306 and 703.

A copy of the contract is enclosed for your records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

NOTED
JOHN D. GRAHAM

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Federal Aid Project No. 306 & 703

Name of Project Deer-Creek Forest
Boundary Section & ???

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights of way or rights of entry for the above-referred to Federal Aid Project have been secured.

Dated at Hood River, Oregon, this 27th day of April, 1960, ~~xxxx~~.

HOOD RIVER County Court

Judge

George W. Krieg
Commissioner

Earl A. Moore
Commissioner

RECEIVED
Apr 28
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
April 28, 1960

Mr. R. L. Porter
Office Engineer

Advance Deposit
FAS 306 and 703
Hood River County

NOTED
V. R. JONES

We have received Hood River County's advance deposit in connection with the Hood River County Roads project on FAS 306 and 703.

This project is now clear for award of a contract.

C. G. Swenson
County and City Relations Engineer

JDG:mm

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
April 28, 1960

Advance Deposit
FAS 306 & 703, Hood River County

Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

NOTED
V. R. JONES

Attached is Hood River County's check in the amount of $26,300 which represents the county's share in the total estimated cost for construction of the Hood River County Roads project on FAS 306 and 703.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
R IONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

April 21, 1960

NOTED
Harold C. Ayers

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

On April 19, a satisfactory bid was received from J. C. Compton Company of McMinnville, Oregon, for oiling of Hood River County Roads, FAS 306 and 703. As per agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$117,041.00
Anticipated Additional Items	
Flagging	50.00
	$117,091.00
Engineering & Contingencies (12½%)	14,636.38
Estimated Total Cost.	$131,727.38
County Advance Deposit	
20% of $131,727.38	$ 26,300.00

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $26,300, forwarding same to this office.

Enclosed are three right-of-way certificates, two of which must be signed and returned to this office. Upon receipt of the deposit and right-of-way certificates, a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By H. S. Cox

H. S. Cox
Assistant County & City Relations Engineer

Advance Deposit Rec'd 4-28-60

HSC:mm
Encl.

RECEIVED
MAY 23 1960
FOR FILING

Co. Dist 5682

5-20-60 A

Monthly Transaction No.	PR-2 (Rev. 7-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project Report No. S-116(2)	FEDERAL-AID PROJECT AGREEMENT	County: Hood River
		Project No.: S-356(2)

5682 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. 1 mi. SW Odell S. 1.1 miles
(Cressen Road Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-31-59	1.1
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 32,511	$ 19,500

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Deputy State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer May 20, 1960

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Cresson Road Section, Project No. S-356(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

May 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Cresco Road Section, Project No. ~~S-365(2)~~. S-356(2)

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. ~~S-365(2)~~
S-356(2)

CHENOW ROAD SECTION OF COUNTY ROAD (UNIT B)

(FAS 706) IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 9, 1960

Type Code 5231
Roadway (Sta. 105+29.92 to Sta. 163+70.26)(Contract No. 5682)

Clearing and Grubbing	All Required		$ 1,250.00
Drainage Excavation, Unclassified	35 cu.yd.	$6.00	210.00
General Excavation, Unclassified	17,100 cu.yd.	0.65	11,115.00
Finishing Roadbed and Slopes	0.77 mile	250.00	194.50
15 Inch Corrugated Metal Pipe	18 lin.ft.	8.00	144.00
12 Inch Concrete Pipe	390 lin.ft.	3.00	1,170.00
6 Inch Perforated Metal Drain Pipe	55 lin.ft.	3.00	165.00
Special Backfill in Drains	8 cu.yd.	10.00	80.00
Grid-Rolled Base Material	4,000 cu.yd.	0.85	3,400.00
3/4" - 0 Material in Leveling Course	1,400 cu.yd.	3.10	4,340.00
Sprinkling	150 M-gal.	3.00	450.00
Preparation of Base	1.11 mile	200.00	222.00
3/4" - 0 Material in Binder Course	140 cu.yd.	4.00	560.00
Furnishing and Placing Aggregates	675 cu.yd.	4.00	2,700.00
RC-3 Asphalt	20 tons	43.50	870.00
120-150 Asphalt	50 tons	40.50	2,025.00
MS-1 Asphalt	15 tons	42.50	637.50
			$29,531.00
Flagging (57½¢ of Contractor's Cost)			25.00
	Subtotal		$29,556.00
	10% Engr. & Cont.		2,955.00
	Total		$32,511.00

Length of Roadway 1.106 Mile
Cost of Roadway per Mile $29,395.11

Federal Funds -	$19,300.00
State Funds -	6,505.50
County Funds -	6,505.50
	$32,311.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31; Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Hood River County with the Highway Department.

RECEIVED
FOR FILING

Contract 5682 5-20-60 1

Monthly Transaction No. 3-119	PR-2 (12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. S-116(2) — 5682	FEDERAL-AID PROJECT AGREEMENT	County Hood River
		Project No. S-116(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. 3.7 mi. SW Dee SW 4.3 mi.
(Beer Cr. - Forest Bdry. Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-31-59	4.0
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 96,288	$ 57,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Roger Rogers
Deputy **State Highway Engineer**
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX **C. C. Polk**
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **May 20, 1960**

USComm-DC 40257

May 18, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Deer Creek-Forest Boundary Section, Project No. S-116(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

May 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Deer Creek-Forest Boundary Section, Project No. S-116(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-116(2)

DEER CREEK-FOREST BOUNDARY SECTION OF COUNTY

ROAD (UNIT A) (FAS 306) IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1960

Type Code 5231
Roadway (Sta. "F" 1+00 through Junc. "F" 16+69 = "E" 98+42 to Sta. "E" 72+50)
(Sta. "E" 61+00 through Junc. "E" 3+00 = 10+00 to Sta. 109+50)
(Contract No. 5642)

Clearing and Grubbing	All	Required		$ 3,750.00
Drainage Excavation Unclassified	55	cu. yds.	$ 6.00	330.00
General Excavation Unclassified	21,200	cu. yds.	0.65	13,780.00
Blade Grader	90	hours	15.00	1,350.00
Front End Loader	45	hours	15.00	675.00
Dump Truck	180	hours	7.00	1,260.00
Power Shovel	90	hours	18.00	1,620.00
Tractor and Dozer	90	hours	17.00	1,530.00
Tractor and Ripper	45	hours	17.00	765.00
Aircompressor	22	hours	10.00	220.00
Jackhammer	22	hours	2.00	44.00
Explosives	330	lbs.	1.00	330.00
Finishing Roadbed and Slopes	1.88	miles	250.00	470.00
12-inch Corrugated Metal Pipe	90	lin. ft.	5.00	450.00
18-inch Corrugated Metal Pipe	160	lin. ft.	8.50	1,360.00
15-inch Concrete Pipe	10	lin. ft.	5.00	50.00
18-inch Concrete Pipe	20	lin. ft.	7.00	140.00
Grid-Rolled Base Material	14,400	cu. yds.	0.85	12,240.00
3/4" - 0 Material in Leveling Course	8,000	cu. yds.	3.10	24,800.00
Sprinkling	580	M-gals.	3.00	1,740.00
Preparation of Base	3.83	miles	200.00	766.00
3/4" - 0 Material in Binder Course	490	cu. yds.	4.00	1,960.00
Furnishing and Placing Aggregates	1,565	cu. yds.	4.00	6,260.00
RC-3 Asphalt	60	tons	43.50	2,610.00
120-150 Asphalt	170	tons	40.50	6,885.00
RS-1 Asphalt	50	tons	42.50	2,125.00
				$87,510.00
Flagging (57½¢ of Contractor's Cost)	All	Required		25.00
		Subtotal		$87,535.00
		10% Engr. & Cont.		8,753.00
		Total		$96,288.00

Length of Roadway	3.801 Miles
Length of 1 Structure	0.024 Mile (Exception)
Length of Roadway (No Work)	0.218 Mile (Exception)
Total Length	4.043 Miles
Cost of Roadway Per Mile	$25,332.28

Federal Funds	$57,700.00
State Funds	19,294.00
County Funds	19,294.00
	$96,288.00

State Funds For Const: Chap 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds For Maint: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Hood River County with the Highway Department.

RECEIVED
MAY 6 - 1960
FOR FILING

S-116(2)
S-356(2)
5682

May 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 4, 1960, on Contract No. 5682, Hood River County Roads Section, in Hood River County, in connection with Federal Aid Project Nos. S-116(2) and S-356(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

5/1/60

FAS 703 County Hood River Contract No. 5662

Section

Location

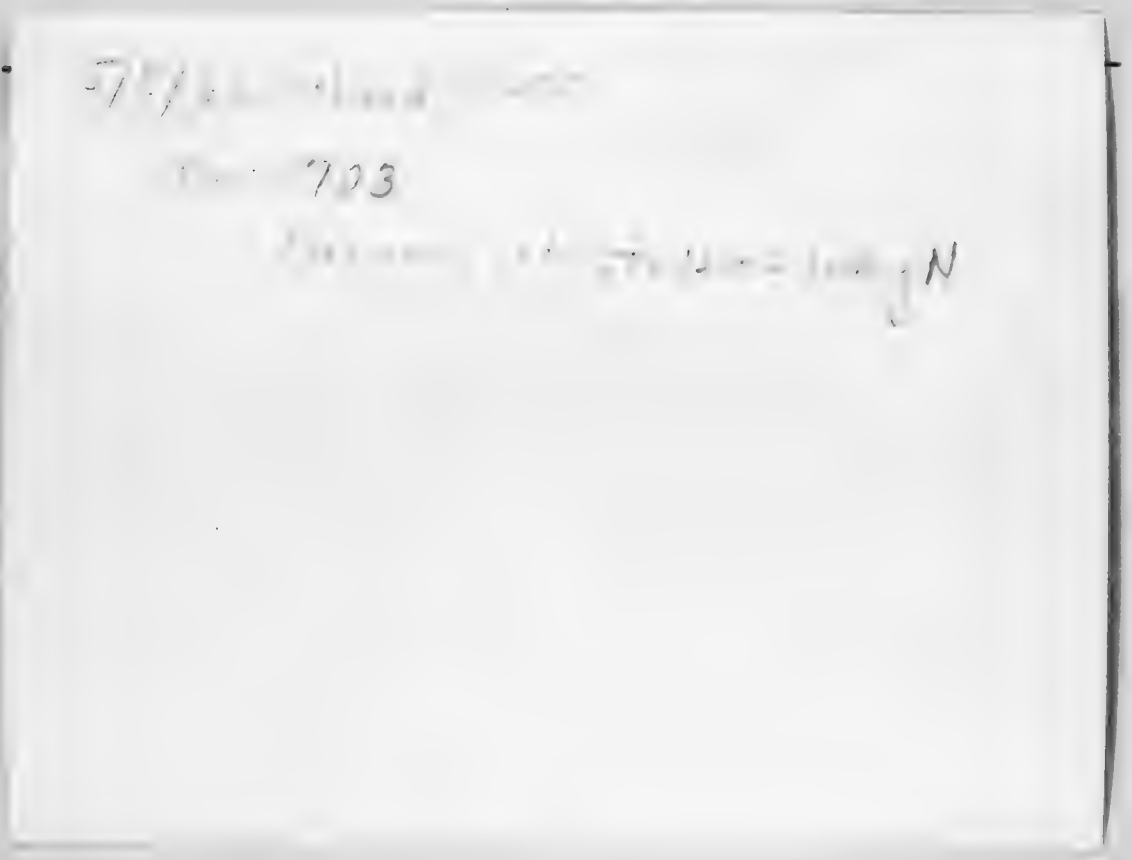
5/5/60

FAS 703 County Hood River Contract No. 5682

Section

Location

5-5-60



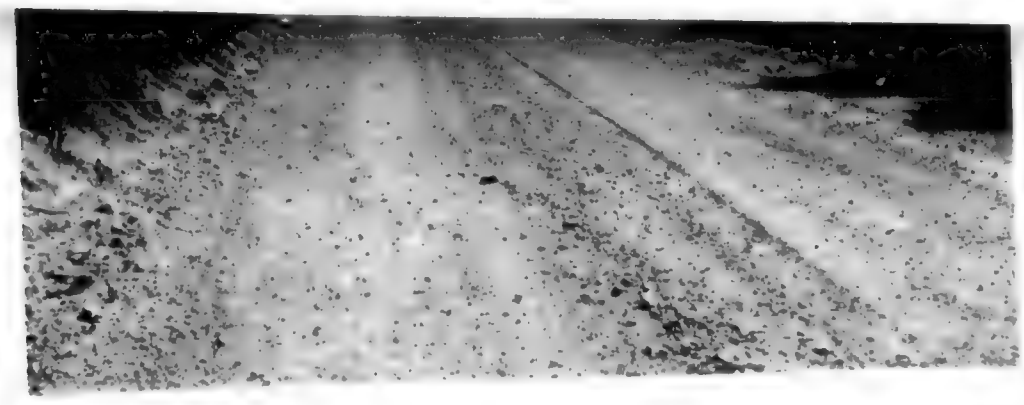
5/5/60

FAS 306 County Hood River Contract No. 545

Section

Location

5-60



5/5/60

FAS 306 County Hood River Contract No. 5451

Section

Location

1-5-60

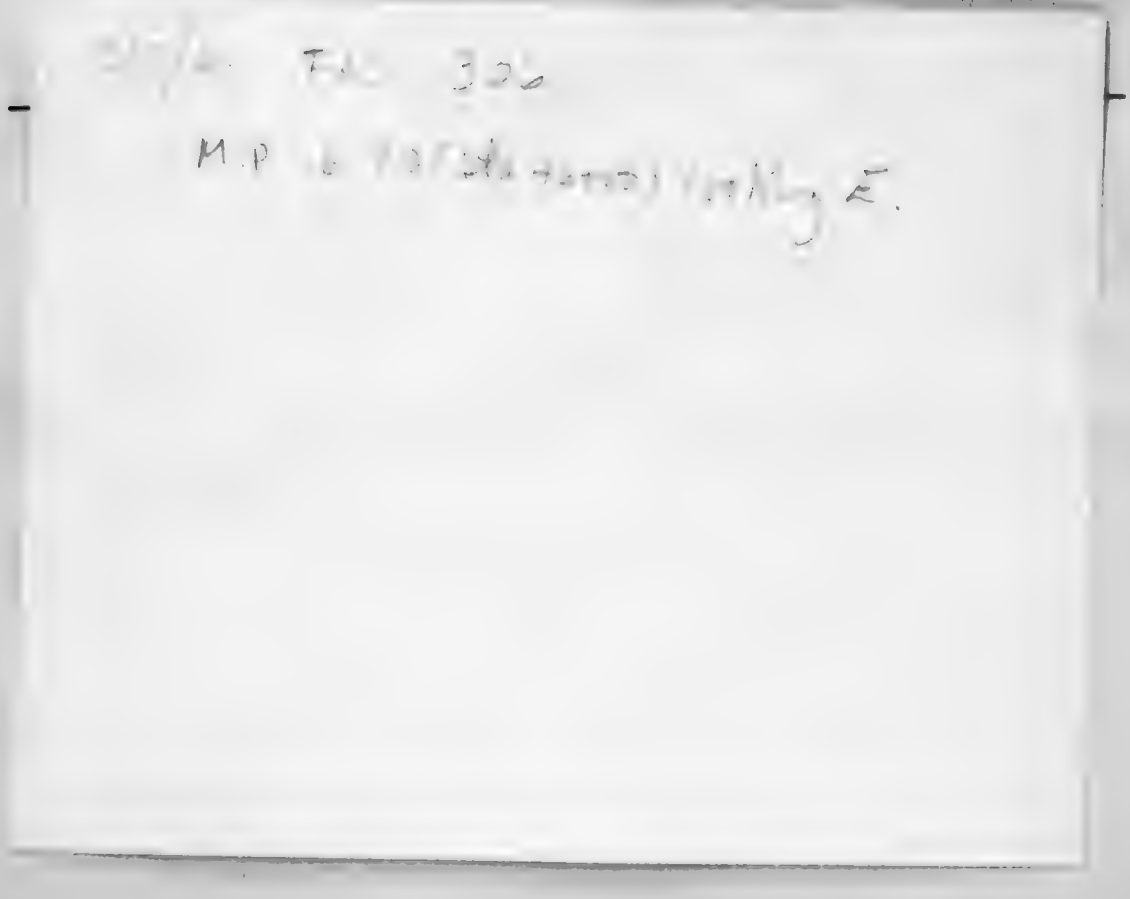
5/5/60

FAS 306 County Hood River Contract No. 5682

Section

Location

5-5-60



RECEIVED
MAY 6 - 1960
FOR FILING

S-116(2)
S-56(2)
.682

April 25, 1960

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 accepted your proposal for grading and oiling on Deer Creek Road and Croson Road, Hood River County roads, in Hood River County for the sum of $117,041.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5682.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS	CL. OF SVC.	PD OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 28, 1960

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Contract for grading and oiling on Deer Creek Road and Creson Road, Hood River County, for which you submitted low bid on April 19 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
APR 25 1960
FOR FILING

S 116(2)
S 35(.2)
5682

April 22, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

The State Highway Commission on April 21, 1960, accepted your bid in the amount of $117,041.00 for grading--oiling on the Hood River County Roads (Dear Creek Road FAS 306) (Oregon Road FAS 703) in Hood River County, which was the low bid received for that job on April 19, 1960.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

COUNTY OF HOOD RIVER

COUNTY CLERK'S OFFICE

HOOD RIVER, OREGON

NOTED
V. R. JONES

NOTED
C. G. SWENSON
H. S. COX

April 21, 1960

State Highway Department
Salem, Oregon

Mr. W. C. Williams, Engineer

Dear Sir:

This morning we received your letter setting out and requesting payment of advance deposit on FAS projects 306 and 703.

The closing paragraph states that three right-of-way certificates were enclosed, two of which were to be signed and returned to you. There were no enclosures, however.

Advanced deposit will be authorized by the County Court at their next meeting.

Yours very truly,

D. E. Imbler

D. E. Imbler
County Clerk

dei/s

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Certificates sent 4-22-60
JWC

RECEIVED
APR 22 1960
OREGON
STATE HIGHWAY COMMISSION

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 4, 1960

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Hood River County Roads projects on FAS 306 and FAS 703.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $128,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be mailed so as to arrive in Salem not later than April 15.

As this office has not been advised regarding the status of right-of-way negotiations, three right-of-way certificates are enclosed for your respective signatures. An early return of these signed certificates will be greatly appreciated. Any conditions agreed to in the right-of-way negotiations which might affect the construction of this project should be listed at the bottom of the right-of-way certificate.

It is presently planned to accept bids for this project on April 19.

Very truly yours,

W. C. Williams
State Highway Engineer

By: H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

NOTED
C. G. SWENSON

NOTED
H. S. COX

Salem, Oregon
April11, 1960

FAS Projects Agreement
Hood River County

Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Deer Creek-Forest Boundary Section of FAS 306 and the Creson Road Section of FAS 703 in Hood River County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The Highway Commission approved the projects 1/22/59.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

April 4, 1960

Hood River County Court
Courthouse
Hood River, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Hood River County Roads projects on FAS 306 and FAS 703.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $128,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be mailed so as to arrive in Salem not later than April 15.

As this office has not been advised regarding the status of right-of-way negotiations, three right-of-way certificates are enclosed for your respective signatures. An early return of these signed certificates will be greatly appreciated. Any conditions agreed to in the right-of-way negotiations which might affect the construction of this project should be listed at the bottom of the right-of-way certificate.

It is presently planned to accept bids for this project on April 19.

Very truly yours,

W. C. Williams
State Highway Engineer

By: H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

Form E-61—25M—1-59

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTED

Project FAS 306 & FAS 703
Highway Hood River County Roads
Contractor
Submitted by Glenn Starkey

Contract No.

Prefix No.
County John F. Hagemann
F. A. Project No.
Date reported Jan. 26, 1960

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Trout Creek Quarry, M.P. 13.0 Hood River Hwy.
Sampled at
To be used Leveling Course
Sampled by Starkey

Date received Jan. 22, 1960
Quantity represented

TEST RESULTS

Laboratory No. 508965
Data Sheet No. None

Type of material Crushed Rock ¾ - 0
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1	0	0	
½	0.5	0.5	
¾	24.0	24.5	
3/8	25.0	49.5	
4	19.1	68.6	
8	8.1	76.7	
10	10.8	87.5	
40	6.2	93.7	
80	1.5	95.2	
200	1.3	96.5	
Pass	3.5	3.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Degraded material		%
Liquid limit: Natural fines	22	%
Manufactured fines		%
Degraded material		%
Fracture		%
Sand equivalent		
Date sampled		

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use. Deficient in material passing ¼".

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Swift
x Resident Engineer G.A. Starkey
Dist. Maint. Sup't
Foreman
x Geology and Soils
x Files
x Parker
x City & County Relations

NOTE
JOHN D. GRAHAM

RECEIVED
JAN 2[illegible] 1960

NOTED

G W Horn

Engineer of Materials

State Printing 17089

Form E-61 –25M– 1-59

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTED
John F. Hagemann

Project FAS306 & FAS 703
Highway Hood River County Roads
Contractor
Submitted by Glenn Starkey
Contract No.
Prefix No.
County
F. A. Project No.
Date reported Jan. 25,1960

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Trout Creek Quarry M.P. 13.0 Hood River Hwy.
Sampled at
To be used Oiling aggregate
Sampled by Starkey
Date received Jan. 22,1960
Quantity represented

TEST RESULTS

Laboratory No. 308964
Data Sheet No. None
Type of material Crushed Rock 1½-¼
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	14.3	14.3	
½	67.5	81.8	
¼	15.4	97.2	
Pass	2.8	2.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	18.1
Specific gravity (Le Chatelier)	2.80
Unit weight, dry rodded, lbs. per cubic foot	
Unit weight, loose, lbs. per cubic foot	
Fineness factor	
Sodium sulfate test, per cent loss	
Asphalt stripping: Natural fines	
Manufactured fines	Good
Plasticity index: Natural fines	%
Manufactured fines	%
Degraded material	%
Liquid limit: Natural fines	%
Manufactured fines	%
Degraded material	%
Fracture	%
Sand equivalent	
Date sampled	

RECOMMENDATIONS

Material as represented by this sample ..... suitable for use. Slight excess passing ¼".

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
✖ Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
✖ Division Engineer Swift
✖ Resident Engineer G.A. Starkey
Dist. Maint. Sup't
Foreman
✖ Geology and Soils
✖ Files
✖ Parker
✖ City & County Relations

State Printing 1709A

G W Harra
Engineer of Materials

Form E-61—28M—1-59

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Project Creson Rd FAS 703
Highway Hood River Co. Rd.
Contractor
Submitted by G.A. Starkey

Contract No.

Prefix No.
County
F. A. Project No.
Date reported Jan. 22,1960

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 1.1 mi. S.W. Pron end of Creson Rd. project (Sta. 163+70.26)
Sampled at

To be used Base (Grid Rolled)
Sampled by G.A. Starkey

NOTED
John F. Ma_emann

Date received Jan. 20,1960
Quantity represented

TEST RESULTS

Laboratory No. 506981
Data Sheet No. None

Type of material Rock (Quarry Run)
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
4	0	0	
3	18.6	18.6	
2	41.5	60.1	
1½	16.7	76.8	
1	11.0	87.8	
¾	2.8	90.6	
½	2.1	92.7	
⅜	1.4	94.1	
4	0.3	94.4	
10	0.6	95.0	
40	1.4	96.4	
80	1.3	97.7	
200	0.9	98.6	
Pass	1.4	1.4	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	20.0	
Specific gravity (Le Chatelier)	2.78	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	2	%
Manufactured fines		%
Degraded material	2	%
Liquid limit: Natural fines	30	%
Manufactured fines		%
Degraded material	32	%
Fracture		%
Sand equivalent		

RECEIVED JAN 25 1960

Date sampled

RECOMMENDATIONS

Material as represented by this sample ...is... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Swift
x Resident Engineer G.A. Starkey
Dist. Maint. Sup't
Foreman
x Geology and Soils
x Files
x County & City Relations
x Parker
x V.G. O'Neil

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

G W Harra
Engineer of Materials

State Printing 17065

NOTED
C. G. SWENSON

November 23, 1959

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

NOTED
V. R. JONES

Gentlemen:

Enclosed are four copies each of two option forms covering right-of-way required for the Deer Creek-Forest Boundary Section of FAS 306 and four copies each of seven option forms covering right-of-way required for the Cresen Road Section of FAS 703. Also being forwarded under separate cover are five prints each of two right-of-way maps showing the location of the property involved.

If the option forms are used in negotiating this right-of-way, please forward one signed copy of each to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1959

SUBJECT: Options
Creson Road
Hood River County
FAS 703

To: Mr. C. G. Swenson
County & City Relations Engr.
O F F I C E

Attached you will find 7 original option forms in quadruplet covering right of way to be acquired in connection with Creson Road Section in Hood River County.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineer the condition, if any, on the transaction.

We are forwarding under separate cover five prints of map No. 8B-16-4 covering this area and bearing our date of November 17, 1959.

File No.	Name	Area
30606	George F. Ogden et ux	0.30 Acre
30607	William E. Larch et ux	0.01 "
30608	James O. Creson et ux	0.17 "
30609	Ray E. Creson et ux	3.1 "
30610	Claud E. Coats et ux	0.5 "
30611	Arthur W. Fletcher et ux	0.57 "
30612	Leonard Fletcher	0.10 "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 7 Options

cc: Dean Swift
Harold Brainerd
Title

Option forms & R/W maps sent to county 11-23-59. See FAS 306 for letter of transmittal

RECEIVED
NOV 23 1959
ENGINEER
COUNTY & CITY RELATIONS

FORM E-30X 80M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 16, 1959

SUBJECT: Options
Deer Creek Rd.-Forest Boundary
Hood River County
FAS 306

To: Mr. C. G. Swenson
County & City Relations Engr.
O F F I C E

Attached you will find 2 original option forms in quadruplet covering right of way to be acquired in connection with Deer Creek Road-Forest Boundary Section in Hood River County.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineer the conditions, if any, on the transactions.

We are forwarding under separate cover five prints of map No. 8B-16-3 covering this area and bearing our date of November 12, 1959.

File No.	Name	Area
30600	W. Donald Nickelsen	11.0 Acres
30601	Oregon Lumber Co.	3.8 Acres

Earl Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 2 Options

cc: Dean Swift

Harold Brainerd

RECEIVED
NOV 17 1959
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

NOTED
John F. H...

MEMO TO J. W. NASH
10/27/59

FAS 306, HOOD RIVER COUNTY

TERMINI: Approximately 3.7 miles southwest of Dee to approximately 1 mile northeast of the Mt. Hood Forest Boundary with a 0.2 mile section at the Hood River omitted (Deer Creek-Forest Bdry. Section).

PROPOSED WORK: Construct 2-lane intermediate type surface.

PROJECT LENGTH: 4.3 miles.

NOTED
V. R. Ir...

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$120,000	$72,000	$24,000	$24,000 (Co.)

EXISTING FACILITY:

ROADWAY: 20' to 22' wide crushed rock wearing surface. Grade and alignment probably meet minimum AASHO standards for present ADT in mountainous terrain; however could stand improvement where costs would not be excessive.

STRUCTURES: Hood River - 100' long log bridge, H.C.=19'-4". To be replaced by Hood River County with steel deck girder bridge, H.C. =24', H-15.

Lake Branch Creek - 125' long steel deck girder bridge, H.C.=20', H-15. To remain in place.

ADJACENT SECTIONS:

EAST END: 18' wide bituminous wearing surface with 2' shoulders.
WEST END: 20' crushed rock surface.

PROJECT DATA: Grade and drain to an improved grade and alignment, place base material, and construct a type O-11 oil mat wearing surface on the westerly 4 miles, and place a leveling course and construct a type O-11 oil mat on the easterly 0.3 mile. The grade and bottom course base on the easterly 0.3 mile has been graded and bottom course base placed under Forest Service contract to approved highway standards. A 0.2 mile section at Hood River within the project limits is to be omitted. Hood River County will reconstruct this 0.2 mile section when it replaces the existing bridge in the immediate future.

MINIMUM DESIGN STANDARDS:	No exceptions.
ROW WIDTH:	60' minimum.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATION:	None.

FAS 306 serves an irrigated farming area on the east and as a timber access road to the Mt. Hood National Forest on the west. It is also the principal access route to the Lost Lake recreational area. It is a mail and school bus route.

(Previous project: Dee Bridge)

JFH:mm

NOTED
V.R. JONES

MEMO TO J. W. NASH
10/27/59

FAS 703, HOOD RIVER COUNTY

TERMINI: Approximately 1 mile southwest of Odell, southerly to Central Vale School (Creson Road Section).

PROPOSED WORK: Construct 2-lane intermediate type surface.

PROJECT LENGTH: 1.11 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$40,000	$24,000	$8,000	$8,000 (Co.)

EXISTING FACILITY
ROADWAY: 12' to 24' wide crushed rock wearing surface on 12' to 24' roadway. Some substandard grade and alignment.
STRUCTURES: None.

ADJACENT SECTIONS: 20' wide oil mat wearing surface with 2' shoulders (south end is also west end of Oregon Project S-356(1)).

PROJECT DATA: Grade and drain to an improved grade and alignment and construct a crushed rock base on the northerly 0.77 mile and place a leveling course and construct a type O-11 oil mat wearing surface 20' wide with 2' shoulders througnout the entire project. The county has graded and placed the bottom course base on the southerly 0.34 mile to approved highway standards. Hood River County is also furnishing base and oil aggregates without cost for the FAS project.

MINIMUM DESIGN STANDARDS: No exception.

ROW WIDTH:	50' minimum.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATION:	None.

Route data submitted under Oregon Project S-356(1).

JFH:mm

NOTED
V. R. JONES

NOTED

Salem, Oregon
October 26, 1959

NOTED
Harold C. Ayers

Hood River County Roads
FAS 306 & 703

Mr. Tom Edwards
O F F I C E

NOTED
John F. Hagemann

The field data for the subject named county FAS projects has been examined and the following information is offered:

FAS 703, Cresson Road Section
Contrary to some of the written information submitted by the field, this project will extend from station 105+29.92 to 163+80.26. The section from 89+33.9 to 105+29.92 has been oiled by the county. The total length of the FAS project is 1.11 miles rather than 1.41 miles as shown in the field specifications.

FAS 306, Deer Creek Road Section
The 11.06% grade at west end of this project is very unsatisfactory as there will be considerable log hauling over this route. In order to avoid constructing this section to an unsatisfactory standard due to limited funds, this project should be cut back to approximately station 110. This should put the total cost of both projects within available FAS funds and a better grade and alignment could be constructed from station 110 westerly as a part of a future project. This will result in a net length for this section of 4.27 miles of which the easterly 0.3 mile will be for leveling course and oil mat only.

The county has been consulted on the above and is in agreement with the revision as proposed.

There is a total of $159,000 of FAS funds available for the above projects rather than $161,000 as initially programmed. The Neal Creek Section of FAS 301 which was initially included in the programming is to be canceled and the funds utilized for the above two projects (included in the $159,000).

The county would like the right-of-way descriptions as soon as possible.

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:mm
cc: V. G. O'Neil
Frank Hall
Vic Wolfe

RECEIVED
1959
FOR FILING

NOTED
W. C. WILLIAMS

S 116(2)
S 356(2)
5682

LOCATION PROSPECTUS
FAS 306 - EAST UNIT, DEER CREEK-FOREST BOUNDARY SECTION
HOOD RIVER COUNTY

The following prospectus is submitted concerning the above mentioned section of FAS 306, which is a county road on the FAS System. The easterly terminus is at the junction of Deer Creek Road with FAS 306, about 3.8 miles southwesterly of Dee. The project extends approximately 2.9 miles westerly of the easterly terminus. A 0.2 mile section at the crossing of Hood River is to be omitted as the county plans to replace this bridge and construct road approaches at a later date. The overall length of the project is 2.7 miles.

This will be a location survey for the purpose of preparing plans and estimates as follows:

Westerly 2.4 miles, (0.2 mile at Hood River crossing omitted), grade and drain and place base course. The easterly 0.3 mile has been graded and based under a Forest Service contract.

Entire project, 2.7 miles, (0.2 mile at Hood River crossing omitted), place level course and construct O-11 oil mat. The general route is along the existing facility. There are no towns affected by this project.

Reconnaissance is not necessary. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed.

The present ADT is 200 and the projected (1975) ADT is 300. Grade and curvature data are not available at this time. Traffic warrants a Class "E" highway. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The base design by G. L. Decker is:

	New Work		Existing
O-11 Oil Mat	1¼"		1¼"
3/4"-0 Level Course	3"		3"
Grid Rolled Base	11"	Credit	11"
Total	15¼"		15¼"

Rise and fall and central angle data are not available at this time.

LOCATION PROSPECTUS
FAS 306 - EAST UNIT, DEER CREEK-FOREST BOUNDARY SECTION

Deviation from Class "E" standards is not anticipated and prior approval will be obtained should such deviation be necessary.

This will be an unrestricted access facility with no interchanges, bridges, or railroad crossings.

It is anticipated that a grid-rolled bottom course base using material from sources adjacent to the road can be used. The county will furnish all crushed rock required for leveling course, shoulders, and oil mat at no cost to contractor. Rock will be in stockpile at the Trout Creek Quarry site.

An agreement with the county will be necessary.

There are no state parks affected by this project.

April 13, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift (2)
Glenn Starkey
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
S. H. Probert
C. G. Swenson
Walter T. Wright

RECEIVED
APR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
R 27 1959
FOR FILING
L-116(2)
L-356(2)
5682

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
FAS 703 - CRESON ROAD SECTION
HOOD RIVER COUNTY

The following prospectus is submitted concerning the above mentioned section of FAS 703, which is a county road on the FAS System. The northerly terminus is approximately 0.7 mile southerly of the junction of FAS 703 with FAS 305. The southerly terminus is at the junction of the Central Vale Road with FAS 703, which point is the westerly terminus of the recently completed (1958) Central Vale School grading and oiling project, Contract No. 5032. The overall length of the project is 1.4 mile.

This will be a location survey for the purpose of preparing plans for grade and drain, surface and pave along the existing alignment. The northerly 0.3 mile has been graded and based by the county. There are no towns affected by this project.

The general route is along the existing facility. Reconnaissance is not necessary. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed.

The existing ADT is 200 and the projected (1975) ADT is 300. Maximum grade and curvature data are not available at this time. Traffic warrants a Class "E" highway. The typical section will consist of two 10-foot running lanes with 2-foot shoulders. The base design by G. L. Decker is:

	New		Existing
0-11 Oil Mat	1¼"		1¼"
3/4"-0 Level Course	2 "		2 "
Coarse Crushed Base	8 "	Credit	8 "
Total	11¼"		11¼"

Rise and fall and central angle data are not available at this time.

Road design is below standard due to the usable shoulder width being less than 4 feet.

This will be an unrestricted access facility with no interchanges, bridges, or railroad crossings.

The county will furnish crushed material in stockpile at the Trout Creek Quarry as required for the base and oil mat at no cost to the contractor.

An agreement with the county will be necessary.

There are no state parks affected by this project.

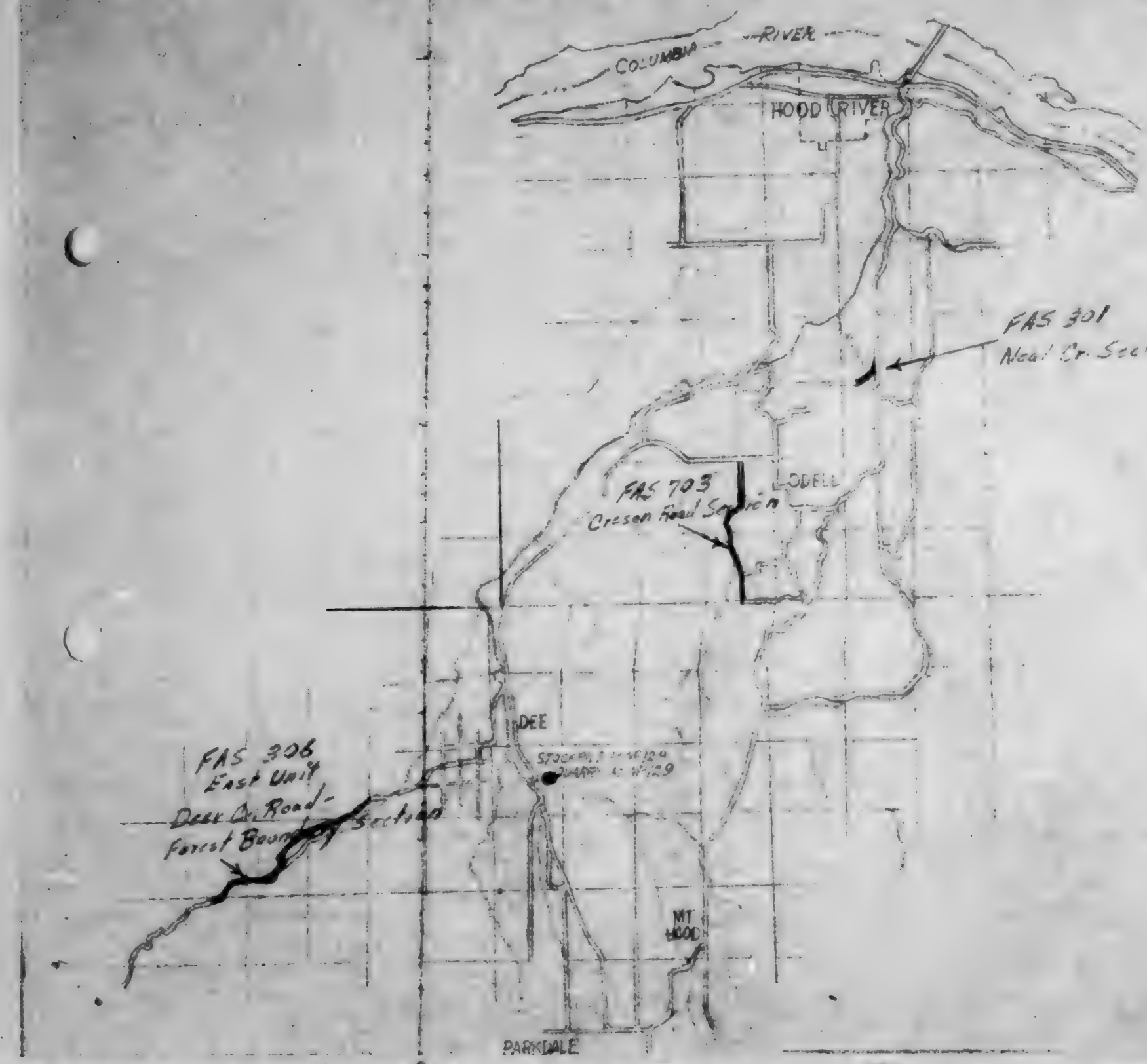
April 13, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift (2)
Glenn Starkey
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
S. H. Probert
C. G. Swenson
Walter T. Wright

RECEIVED
APR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

HOOD RIVER COUNTY ROADS SECTION



OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
C. G. SWENSON

Highway E.B.I. 306 County Crook Prefix —

Approx. Length of Project 1.4 Miles. Sta. — to Sta. — Date 4-2-57

Form of Construction 30' TYPICAL SECTIONS Traffic Classif. - Medium-Heavy (Loaded)

1 1/4"-0-11 oil mat.
3"-0 of 3/4"-0 level course.

NOTED
V. R. JONES

#11" pit rock (To be processed by a Sid Keller.

In Place
##8"-12" base (well consolidated)
11" Cmit

Typical Soil
39 LL
2 PI
50 to P 200 (4% to 1.0 min)
21 % 5.1+
12 % 2.3+
13 % Plus

(Clean)

NOTED
JOHN D. GRAHAM

Required Base & Year		Designed Base	Year
Crushed	Not Crushed	Existing Serv. Altered	New Work
12"		+	
12"		+	

* Note: Surfacing thickness based on 1/2 the reported frost penetration.
** Clean dice rock, source at M.P. 4.9.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	T. [illegible]
## Test of existing base.	457913	2.71	Rock	5"	12.2	6.8	19.0	——	28	0	
Haul Rock from Ponty Pit Tumalo Crusher material for leveling course & pit run Stockpile at Trout Creek Quarry.											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [signature] Soils Engineer

Recommended by [signature] Construction Engineer

Recommended by [signature]

Approved by [signature] Engineer of Materials

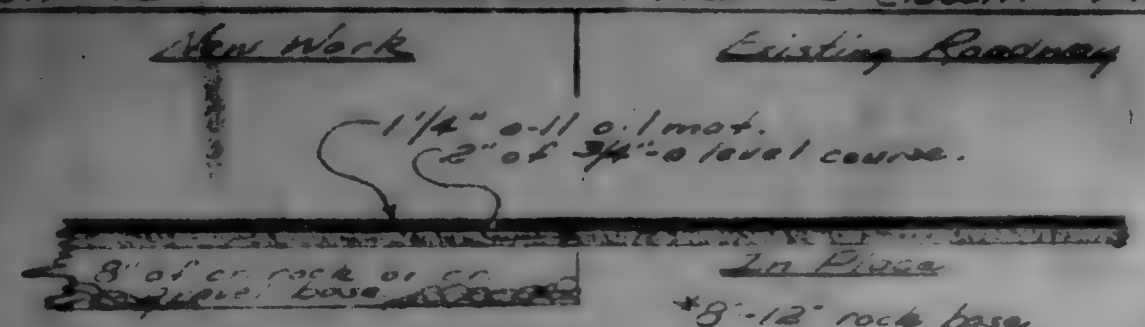
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
C. G. SWENSON

Project Gibson Road Highway E.A.S. 703 County Hood River Prefix —

Type Surface Length of Project Approx. 1.4 Miles. Sta. _____ to Sta. _____ Date 4-2-59

Frost Penetration - 16" TYPICAL SECTIONS Traffic Classif. - Medium



NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

RECEIVED
APR 1959
ENGINEER
COUNTY & CITY RELATIONS

Required Base & Base		Designed Base	Base
Crushed	Not Crushed	Exist. Surf. Allow.	New Base
11			
Over Lay			
		5	
11			

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Test of existing base.	47351	2.84	Rock	3"	39.1	10.2	24.5	— -	29	5	
Hood River County to furnish crushed material in stockpile at Trout Creek Quarry for base & O.L.											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by D. L. Parker, Soils Assistant

Recommended by Lew Lewis, Construction Engineer

Recommended by G. W. L...

Approved by ..., Engineer of Materials

..., Deputy State...

PROPOSED PROJECTS
HOOD RIVER COUNTY 12-23-58

FAS 301, Neal Creek Section, approximately 0.3 mile, $30,000. This section extends from the existing road west of the Neal Creek Bridge northeasterly to a junction with FAS 115 (Mt. Hood Highway).

The proposed project is to grade, drain (including culvert to carry Neal Creek), place base material, and construct a 20' wide type O-11 oil mat wearing surface with 4' shoulders. The county will furnish crushed material as required for the base and oil mat from stockpiles at the Trout Creek quarry at no cost to the contractor. This section will be on new alignment which Mr. Perkins, County Engineer, has located. The existing road will carry traffic during construction and removal of the existing bridge will be done by Hood River County. County will also place guardrail as required upon completion of the FAS project.

FAS 703, Creson Road Section, approximately 1.4 miles, $40,000. This section extends from a road junction approximately 0.7 mile south of the junction west of Odell of FAS 703 with FAS 305 southerly approximately 1.4 miles to the Central Vale Road which point is also the westerly terminus of Oregon Project S-356(1) constructed in 1958.

The proposed project is to grade, drain, and place base material on the southerly 1.1 miles and construct a type O-11 oil mat 20' wide with 2' shoulders over the entire 1.4 miles. Hood River will furnish crushed material in stockpile at the Trout Creek quarry as required for the base and oil mat at no cost to contractor. County has graded and based the northerly 0.3 mile.

FAS 306, East Unit, Deer Creek Road-Forest Boundary Section, approximately 2.7 miles, $91,000. This section extends from the existing oil mat wearing surface at the junction with the Deer Creek Road approximately 3.8 miles southwest of Dee westerly approximately 2.9 miles. A 0.2 mile section at the crossing of Hood River is to be omitted as the county plans to replace this bridge and construct road approaches at a future date.

The proposed project is to grade, drain, and place base material on the westerly 2.4 miles (0.2 mile at Hood River crossing omitted), and place a leveling course and construct a type O-11 oil mat wearing surface 20' wide with 4' shoulders over the entire 2.7 miles. The easterly 0.3 mile is presently being graded and based under a Forest Service contract which provides for completion by January 31, 1959. It is anticipated that a grid-rolled bottom course base using material from sources adjacent to the road can be used. The county will furnish all crushed rock required for the leveling course, shoulders, and oil mat at no cost to contractor. Rock will be in stockpile at Trout Creek quarry site.

The funds programmed above total $161,000 which represents the estimated total of FAS funds presently available to Hood River County. The county has requested that the projects on FAS 301 and 703 be constructed with the balance of the funds to be used on FAS 306. This project on FAS 306 may have to be adjusted when estimated costs based on surveyed quantities are available. All three projects could be included under one contract.

Mr. Perkins, Hood River County Engineer, should be contacted prior to starting the surveys.

59-a
12/23/58

Comms approved 1-22-59

S-447(1) Bear, Deer & Wolf Cr. 1960
Culverts on Elk City-
#5683 Harlan Rd.

CHA
2210
.A15 6c

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
J. S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2/16/61	60 Final		[illegible]

NOTED
C. G. SWANSON

Contract 5683
L-447(1)

INVOICE NUMBER

68549

[illegible]
Newport, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Bear, Deer, and Wolf Creek Culverts, FAS 143. Covered by agreement dated April 15, 1960.			
Original advance deposit	$9,000.00		
Less amount previously transferred	7,660.00		1,340.00
County share total cost as per attached statement	$7,749.16		
Less amount previously transferred	7,350.00		749.16
Refund due county			$1,259.16

RECEIVED
FEB 20 1961
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
C. G SWENSON

February 20, 1961

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Final costs are now available for the Bear, Deer, and Wolf Creek Culverts, Contract 5683, on FAS 143, as shown in the attached cost statement. In accordance with an agreement dated April 15, 1960, a refund of $1,259.82 is due the county in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

RECEIVED
NOV 30 1960
FOR FILING

L-447 (1)

5483

November 30, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5683 for grading-box culverts on Bear-Deer-Wolf Creek Culverts on the Elk City-Harlan Road in Lincoln County was completed by the contractor, Valley Oil Co. Inc., on September 29, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $1,101.79 will be released to the contractor on or after December 9, 1960. The total contract amount is $36,726.33, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dm

cc: Valley Oil Co. Inc.,
2183 Pringle Road SE
Salem
Oregon

RECEIVED
NOV - 2 1960
FOR FILING
(-414-(1)
5683

November 2, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Valley Oil Co. Inc., on contract #5683 for grading-box culverts on the Bear-Deer-Wolf Creek Culverts on the Elk City-Harlan Road in Lincoln County.

This payment, in the amount of $2,862.69, will be released to contractor on or after November 12, 1960. The retained percentage is $1,101.79.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Form E-1—(Rev.)-

521-1059

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

S-447(1)

For Week Ending October 22, 1960

Section Bear, Deer & Wolf Creek Culverts
Kind of work Grading & Box Culverts

Highway Elk City-Harlan Co. Rd. County Lincoln
Section prefix 521-1059

Contractor Valley Oil Co., Inc.
Contract number 5683

Date of contract April 28, 1960
Specified work days 95

Date work started May 19, 1960
Work days used 93

Project authorization $45,000.00
Exclusive of engineering $41,800.00
Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering $36,726.33

Estimated per cent overrun or underrun . . . . . 8.2 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $3,200.00

Engineering cost to date $3,097.26, 96.8 %

Date project was completed September 23, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

One man in the office two days this week on the semi-final estimate.

Semi-final estimate turned in to the Division Office in Salem on Friday, October 21, 1960.

NOTED
[illegible] GAKES

CONSTRUCTION DIVISION
RECEIVED
OCT 24 1960
NOTED- CE ACE ACE CAE

FINAL REPORT ON THIS PROJECT FROM THIS OFFICE.

Signed Wendell E. Stewart Res. Engr.

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Class A Conc.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.17				
Miles partially completed					
Miles completed	0.17				
Total estimated quantities (contract)	8,500	366			
Total quantities corrected to date					
Estimated quantities moved or placed to date	6,680.3	376.41			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	fair		
Tuesday	overcast		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

NOTED
V. R JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

October 13, 1960

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
Harold C. Ayers

FAS 143

Gentlemen:

This is to advise you that work on Contract No. 5683, Bear, Deer, and Wolf Creek Culverts Section, was completed on September 29, 1960.

Under the terms of the agreement dated April 15, 1960, the County assumed maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

JDG:mm

RECEIVED
OCT 12 1960
FOR FILING

S-447(1)
5653

October 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 29, 1960, on Contract No. 5683, Bear, Bear & Wolf Creek Culverts Section, in Lincoln County, in connection with Federal Aid Project No. S-447(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swanson

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/1/60	cc 608		521-1059-297

NOTED
C. G. SWENSON
NOTED
H. S. COX

INVOICE NUMBER

65043

Lincoln County
Newport
Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer county's advance deposit for Bear, Deer, and Wolf Creek Culverts, FAS 143, covered by agreement dated 4/15/60			
The total deposit is $9,000 of which $2,000 is to remain in the advance deposit fund			
Advance Deposit			$9,000.00
Less above			7,000.00
To be retained			$2,000.00

RECEIVED
JUN 3 1960
ENGINEER
COUNTY & CITY RELATIONS

A 150X (REVISED 5-60)

NOTED
R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
May 31, 1960

Bear, Deer, & Wolf Creek Culverts
FAS 143, Lincoln County

Mr. Earl Saling
R/W Office Manager
O F F I C E

NOTED
Harold C. Ayers

Enclosed please find right-of-way form certificate covering files numbers 30880, 30881, 30882, 30883, and 30884 on the above mentioned project.

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-447(1)

Highway No. FAS 143, Elk City-Harlan County Road

Name of Project Bear, Deer, & Wolf Creek Culverts

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Newport, Oregon, this 6 day of April, 1960.

Lincoln County Court

Robert D. McCallen
Judge

Mike Miller
Commissioner

David S. Moffitt
Commissioner

30880 – Royal E. Grant
30881 – Arthur Clarke.
30882 – J F. Sprigg.
30883 – James H. Parks.
30884 – W.O.W. Lumber Co. Inc

RECEIVED
MAY 25 1960
FOR FILING
I 447(1)
5683

May 25, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 19, 1960, on Contract No. 5683, Bear, Deer & Wolf Creek Culverts Section, in Lincoln County, in connection with Federal Aid Project No. S-447(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
5-13-1960
FOR FILING

Contract 5683

5-20-60 A

Monthly transaction No.	FORM X-2 (Rev. 1-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project Report No. S-4470(1)	FEDERAL-AID PROJECT AGREEMENT	County: Lincoln
		Project No. S-447(1)

5683

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. 5, 11 & 16 Mi. W. Elk City
(Bear, Deer and Wolf Cr. Culverts)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-1-60	0.1
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 44,000	$ 26,400

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Deputy **State Highway Engineer**
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. C. Folk**
Division Engineer

By: _____
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **May 20, 1960**

USComm-DC 40257

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Bear, Deer and Wolf Creek Culverts, Project No. S-447(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

May 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bear, Deer and Wolf Creek Culverts, Project No. S-447(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-447(1)

BEAR, DEER AND WOLF CREEK CULVERTS ON THE

ELK CITY-HARLAN ROAD IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 6, 1960

Type Code 0010
Roadway (Bear Creek Sta. 16+54.28 to Sta. 16+69.72) (Deer Creek Sta. 12+00 to Sta. 21+00) (Wolf Creek Sta. 16+14 to Sta. 16+26) (Contract No. 5683)

Clearing and Grubbing	All Required		$ 1,800.00
Drainage Excavation, Unclassified	190 cu. yds.	$ 3.40	646.00
General Excavation, Unclassified	8,500 cu. yds.	0.95	8,075.00
12-inch Concrete Pipe	50 lin. ft.	2.30	115.00
Class "A" Concrete	390 cu. yds.	56.00	21,840.00
Metal Reinforcement	57,000 lbs.	0.132	7,524.00
	Subtotal		$40,000.00
	10% Engr. & Cont.		4,000.00
	Total		$44,000.00

Length of Roadway . . . . . .0.176 Mile
Cost of Roadway Per Mile $250,000.00

Federal Funds	$36,400.00
State Funds	3,800.00
County Funds	3,800.00
	$44,000.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds For Maint: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Lincoln County with the Highway Department.

FORM E-128

RECEIVED
MAY 11 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

D.447(1)
5683

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 10, 1960

Valley Oil Company, Inc.,
2488 Pringle Road SE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5683, awarded April 28, 1960, for grading-box culverts construction on the Bear-Deer-Wolf Creek Culverts on the Elk City-Harlan Road in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
April 28, 1960

NOTED
H. S. COX

Advance Deposit
FAS 143, Lincoln County

Mr. R. L. Porter
Office Engineer

NOTED
V. R. JONES

We have received Lincoln County's advance deposit in connection with the Bear, Deer, and Wolf Creek project on FAS 143 in Lincoln County.

This project is now ready for award of a contract.

C. G. Swenson
County and City Relations Engineer

JDG:mm

NOTED
V. R. JONES

NOTED
C. G. SWENSON

Salem, Oregon
April 28, 1960

NOTED
H. S. COX

Advance Deposit
FAS 143, Lincoln County

Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

NOTED
Harold C. Ayers

The Lincoln County check I handed you yesterday in the amount of $9,000 represents the county's share in the estimated cost for construction of the Bear, Deer, and Wolf Creek culverts in Lincoln County.

John D. Graham
County & City Relations Office Engineer

JDG:mm

NOTED
JOHN D. GRAHAM

Office of the County Engineer

I. M. Huddleston

COUNTY OF LINCOLN

Newport, Oregon

April 27, 1960

Mr. C. G. Swenson
City and County Relations Dept.
Oregon State Highway Department
Salem, Oregon

Dear Mr. Swenson:

The County Court was well pleased with the bids on our three (3) box culverts on the Elk-City, - Harlan Road. In fact we are so pleased that we would like to build another one. We would like to initiate proceeds on a box culvert for Beaver Creek which lies approximately ¼ mile South of the Bear Creek project. I do not know whether this would be assigned to Swartz or McIntyre, but in either case I would be glad to go over the project with them on the ground.

I would also like to have a copy of the bids on the three culvert you just let for us.

Sincerely yours,

I. M. Huddleston

I. M. Huddleston,
County Engineer

IMH:nm

RECEIVED
Apr 28
ENGINEER
COUNTY ... RELATIONS

NOTED
V. R. JONES

NOTED
C. G. SWENSON
NOTED
H. S. COX

April 20, 1960

Lincoln County Court
Courthouse
Newport, Oregon

NOTED

Gentlemen:

On April 19, a satisfactory bid was received from Valley Oil Company, Inc., of Salem, Oregon, for construction of the Bear, Deer, and Wolf Creek Culverts on FAS 143 - grading and box culverts. As per agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$40,000.00
Anticipated Additional Items - None	--
Engineering and Contingencies (12½%)	5,000.00
Estimated Total Cost.	$45,000.00

County Advance Deposit
20% of $45,000 . . . . . $ 9,000.00

Please make this advance deposit by means of a check or warrant in the amount of $9,000 made payable to the Oregon State Highway Commission, forwarding same to this office. When the deposit is received, a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By H. S. Cox

Advance deposit A-27-60

H. S. Cox
Assistant County & City Relations Engineer

HSCmm

cc: Mr. I. M. Huddleston, County Engineer

RECEIVED
MAY 6 - 1960
FOR FILING
L-4470(1)
5683

April 28, 1960

Valley Oil Company, Inc.
2060 Pringle Road, S. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 accepted your proposal which was submitted on April 19 for the Bear, Deer and Wolf Creek culverts and grading on the Elk City-Harlan Road in Lincoln County for the sum of $40,000.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

Those conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5683.

This letter confirms our telephone call to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
E. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

RECEIVED
APR 19 1960
FOR FILING
44700
5683

MISC. CONTRACTS and AGREEMENTS No. 2260

Salem, Oregon
April 18, 1960

FAS Project Agreement
Lincoln County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with Lincoln County covering the Bear, Deer and Wolf Creek Culverts on FAS 143 in Lincoln County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Lincoln County.

Secretary

rn
Attach: 1

RECEIVED
APR 19 1960
FOR FILING

April 18, 1960

County Court of Lincoln County
Court House
Newport, Oregon

Gentlemen:

We are enclosing for the records and files of Lincoln County a fully executed copy of an agreement between the State Highway Commission and Lincoln County covering the Bear, Deer and Wolf Creek Culverts on FAS 143 in Lincoln County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-20X 80M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: FAS Project Agreement
Lincoln County

Attached are three copies of an agreement covering the Bear, Deer, and Wolf Creek Culverts on FAS 143 in Lincoln County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/16/59.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59 Min. Page 18
Hoyd Ewing
Secretary

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
H. S. COX

April 4, 1960

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Elk City-Harlan Road Section of FAS 143.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $49,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be mailed so as to arrive in Salem not later than April 15.

As this office has not been advised regarding the status of right-of-way negotiations, three right-of-way certificates are enclosed for your respective signatures. An early return of these signed certificates will be greatly appreciated. Any conditions agreed to in the right-of-way negotiations which might affect the construction of this project should be listed at the bottom of the right-of-way certificate.

It is presently planned to accept bids for this project on April 19.

Very truly yours,

W. C. Williams
State Highway Engineer

Proj'd R/w Cert 4-7-60

By H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.
cc: Mr. I. M. Huddleston, County Engineer

File.

MEMO TO J. W. NASH
3/16/60

NOTED
C. G SWENSON

Lincoln.

FAS 143, LINCOLN COUNTY

TERMINI: Three culverts, approximately 4.7 miles southwest of Elk City, 7.6 miles northwest of Harlan, and 3 miles northwest of Harlan (Bear, Deer, and Wolf Creek Culverts).

PROPOSED WORK: Construct three 12' X 12' concrete box culverts and grade roadway at Deer Creek.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$50,000	$30,000	$10,000	$10,000 (County)

EXISTING FACILITIES

ROADWAY: 12' to 18' width gravel covering surface on 16' to 22' wide roadway.

STRUCTURES:

Bear Creek: 81' long untreated timber bridge, H.C. 15', in deteriorated condition.

Deer Creek: 69' long untreated timber/truss and [redacted] F.T. approach spans, H.C. 15'-6", deteriorated condition.

Wolf Creek: 19' long untreated timber bridge, H.C. 17', deteriorated condition.

ADJACENT SECTIONS: 12' to 18' gravel surface on 16' to 22' roadway.

PROJECT DATA: Construct on improved grade and alignment three 12' X 12' R.C.B.C. and grade roadway to a 36' width at Deer Creek. Lincoln County will grade the roadway at Bear and Wolf Creeks and will construct a crushed rock wearing surface 28' wide at all three sites. Work performed by Lincoln County will be to approved highway department standards.

ROW WIDTH:	60' minimum.
MINIMUM DESIGN STANDARDS:	No exceptions.
ACCESS CONTROL:	None.
RR XINGS:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

FAS 143 runs down a small valley in mountainous country and serves a developed farming and stock raising area. It is also used as a log hauling, mail, and school bus route.

HCA:mm

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 15, 1960

NOTED
C. G. SWENSON

RECEIVED
MAR 16 1960

Fish Commission of Oregon
307 State Office Building
Portland, Oregon

Oregon State Game Commission
P. O. Box 4136
Portland 8, Oregon

Gentlemen:

Enclosed are vicinity maps for the Bear Creek, Deer Creek, and Wolf Creek culverts, all of which are tributaries to Big Elk Creek in Lincoln County. All of these culverts are 12' x 12' in cross section, and the grades through the culverts are shown on profiles on the maps.

With the very gentle gradient I do not anticipate any problem in the migration of fish. I would ask your review of these projects and advice as to your approval of the provisions made for the passage of fish.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. C. G. Swenson
Mr. Frank Hall

NOTED
C. G. SWENSON

March 8, 1960

Mr. I. N. Huddleston
Lincoln County Engineer
Courthouse
Newport, Oregon

NOTED
V. R. JONES

Dear Mr. Huddleston:

Enclosed are four copies each of five option forms covering right-of-way required in connection with the Wolf Creek Section of FAS 143. Also enclosed are three prints of a right-of-way map showing the location of the property involved.

After negotiations for the right-of-way have been completed, please advise this office by signing and returning two copies of the enclosed right-of-way certificate. Any conditions which might affect our construction project should be listed at the bottom of the right-of-way certificate.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

JDG:nm
Encl.

FORM E-30 80M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 7, 1960

SUBJECT: OPTIONS
Wolf Creek Section
Harlan-Elk City County Rd.
Lincoln County

To: Mr. C. G. Swenson
County & City Relations Engr.
O F F I C E

Attached you will find 5 original option forms in quadruplet covering right of way to be acquired in connection with the Wolf Creek Section of the Harlan-Elk City County Road in Lincoln County.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineer the condition, if any, on the transaction.

We are attaching three prints of maps Nos. 1R-3-1259-1260 and 1261 covering this area and bearing our date of March 7, 1960.

File No.	Name	Area	
30880	Royal E. Grant, et ux	0.25 Acre	
30881	Arthur Clarke	0.15 Acre	P 1
		0.05 "	P 2
		0.11 "	P 3
30882	J. F. Spriggs, et ux	0.7 "	P 1
		0.18 "	P 2
		0.15 "	P 3
30883	James H. Parks, et ux	1.4 "	
30884	W. O. W. Lumber Company Incorporated	2.5 "	

RECEIVED
MAR [illegible] 1960
COUNTY [illegible]

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 5 Options
3 Prints

cc: J. D. Walker-1 Print
E. J. Benner

Office of the County Engineer
I. M. Huddleston

NOTED
Harold C.

COUNTY OF LINCOLN

Newport, Oregon
February 2, 1960

NOTED
V. R. JONES

RECEIVED
FEB 2 - 1960
ENG
COUNTY S

John Hagermann
County Relations Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear John:

Today I mailed the right-of-way maps back to MacIntyre along with the copies of the property deeds. I am convinced in my own mind that the County would be better off with three (3) 12 x 10 box culverts instead of bridges. I looked at Bear Creek Saturday, after the storm and the channel change there (if we use a box) should follow the lower reaches of Bear Creek and out through the point on the Northwest corner. The box might have to be built in parts with the County making a partial fill and removing the bridge so it could be finished. But (3) 12 x 10 boxes should give us a good bid.

In all cases the work to be done by the County will remain the same.

Sincerely yours,

I. M. Huddleston

I. M. Huddleston,
County Engineer

NOTED
John F. Hagemann

IMH:nm

Copies to Ricketts & Walker
2/3/60 J.F.H.

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
February 1, 1960

Deer, Bear, & Wolf Creek Structures
FAS 143, Lincoln County

Mr. J. D. Walker
O F F I C E

NOTED
John F. Hagemann

On January 29, I conferred with the Lincoln County Court relative to what elements of the subject named project to include in the FAS project and what elements the County would perform with county forces.

The Court advised that it would remove all three of the existing bridges, perform the grading in connection with the ~~Deer~~ Bear and Wolf Creek structures, and place surfacing material on all three structure sites.

The FAS project would be for the structures only at Bear ~~Deer~~ and Wolf Creek and for the grading as well as the structure at ~~Bear~~ Deer Creek.

The County also requested that the right-of-way descriptions cover all right-of-way required to construct the project plus a temporary construction easement for covering the property located between the new and old right-of-way at Wolf Creek.

Mr. Ricketts, Assistant Bridge Engineer, stopped at the courthouse during the meeting with the Court and advised that it was his opinion concrete box culverts could be used at all three sites. It is suggested that he be consulted in this matter.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: E. G. Ricketts

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FEB 2 1960
FORM E-20X—50M—2-59—18180
FOR FILING
S 44701
5683

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 1, 1960

To: Mr. Frank Hall

SUBJECT: Bear Creek Crossing
Station 1531+50, Valley View-South Ashland Unit
Pacific Highway

Subsequent to my report of January 13, Mr. Ivan Merchant questioned the economy of clearing the entire 50-foot bottom channel with one span and no piers in the water. Using 6-foot-diameter single columns and a shorter span, the backwater created by the columns in a 50-foot bottom becomes excessive. Widening the bottom to 62 feet below Station 8+00 with the 50-foot bottom retained above Station 7+00, the backwater is reduced to 0.4 foot.

Because of the high velocities in the channel and the lack of knowledge of subsurface conditions, I have also decided that stronger channel reinforcement would be wise. I have accordingly added toe trenches at each bank as shown on the accompanying typical section. At Station 0+50 I have added a lateral trench of trapezoidal section with 1:1 sides and 15-foot bottom, extending 4 feet below the channel bottom and tied into the toe trench at either bank. This trench would be filled with large boulders.

The backwater area upstream from the bridges will create a gravel bar at low and medium discharges. At design discharge the depth of flow will be near critical and the water surface will be unstable. Since the freeboard at maximum backwater depth would be not more than 1 foot without a bar, it seems advisable to construct a dike on the north bank. The recommended profile of this dike would begin at elevation 1827 at channel Station 10+00 and terminate at elevation 1831 at Station 0+50. The dike would be tied into the north bridge end riprap at its lower end. The south bridge end fill should also be riprapped to elevation 1827.

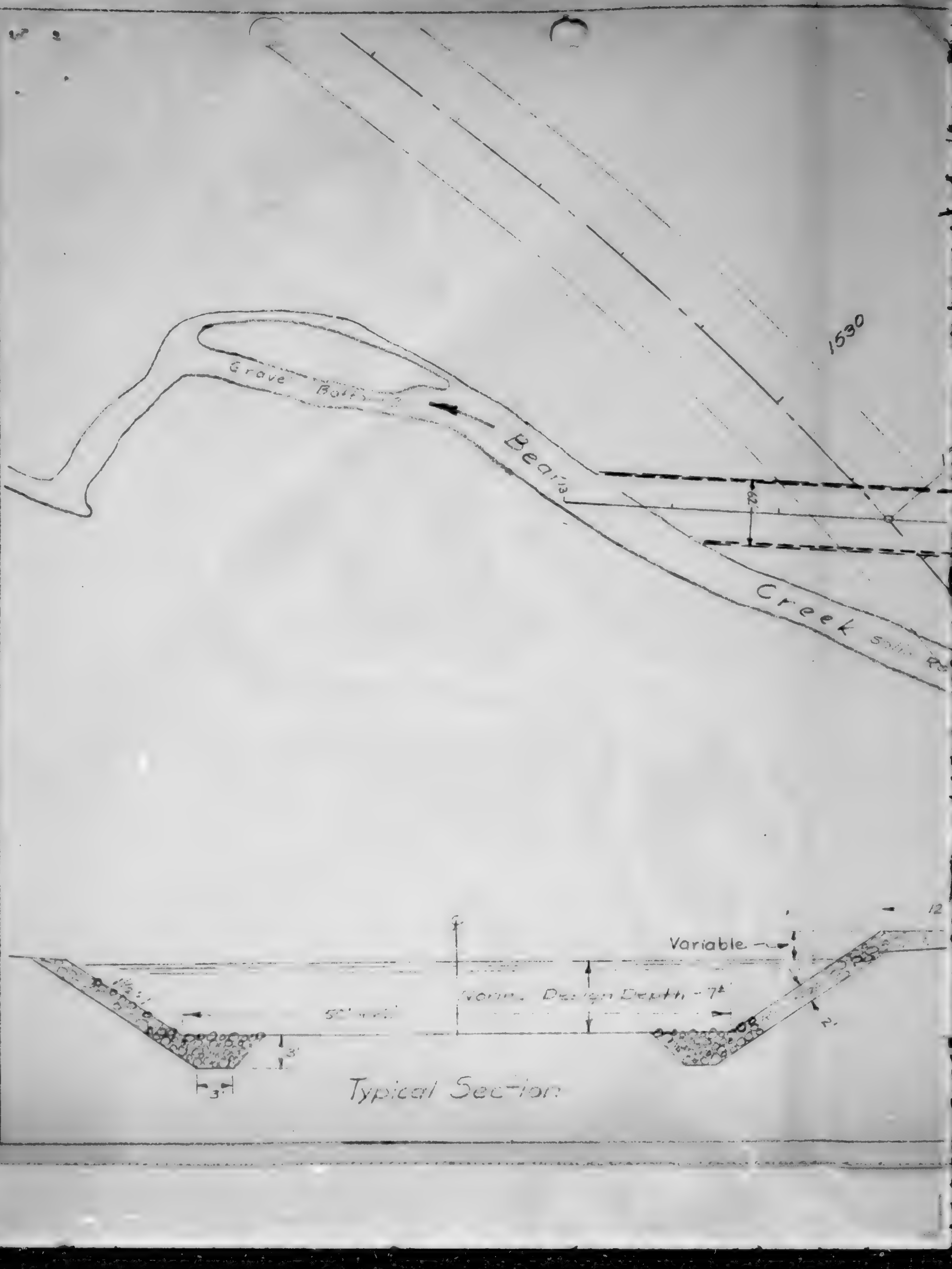
John C. Jenkins

Enclosure

cc to: Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Ivan Merchant
Mr. F. D. Morgan

JCJ:ae

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
G. S. PAXSON


1530
Grave Bott
Bear
62'
Creek
Variable
12
Norm. Design Depth - 7'
5' min.
3'
2:1
3:1
2:1
3H
Typical Section

N

1530

1531+50 P.O.C.
on Ch. 10+00

62'

Clear Bottom Width

15' Bottom Lateral

55'

Channel Cr

Hand placed riprap

Creek

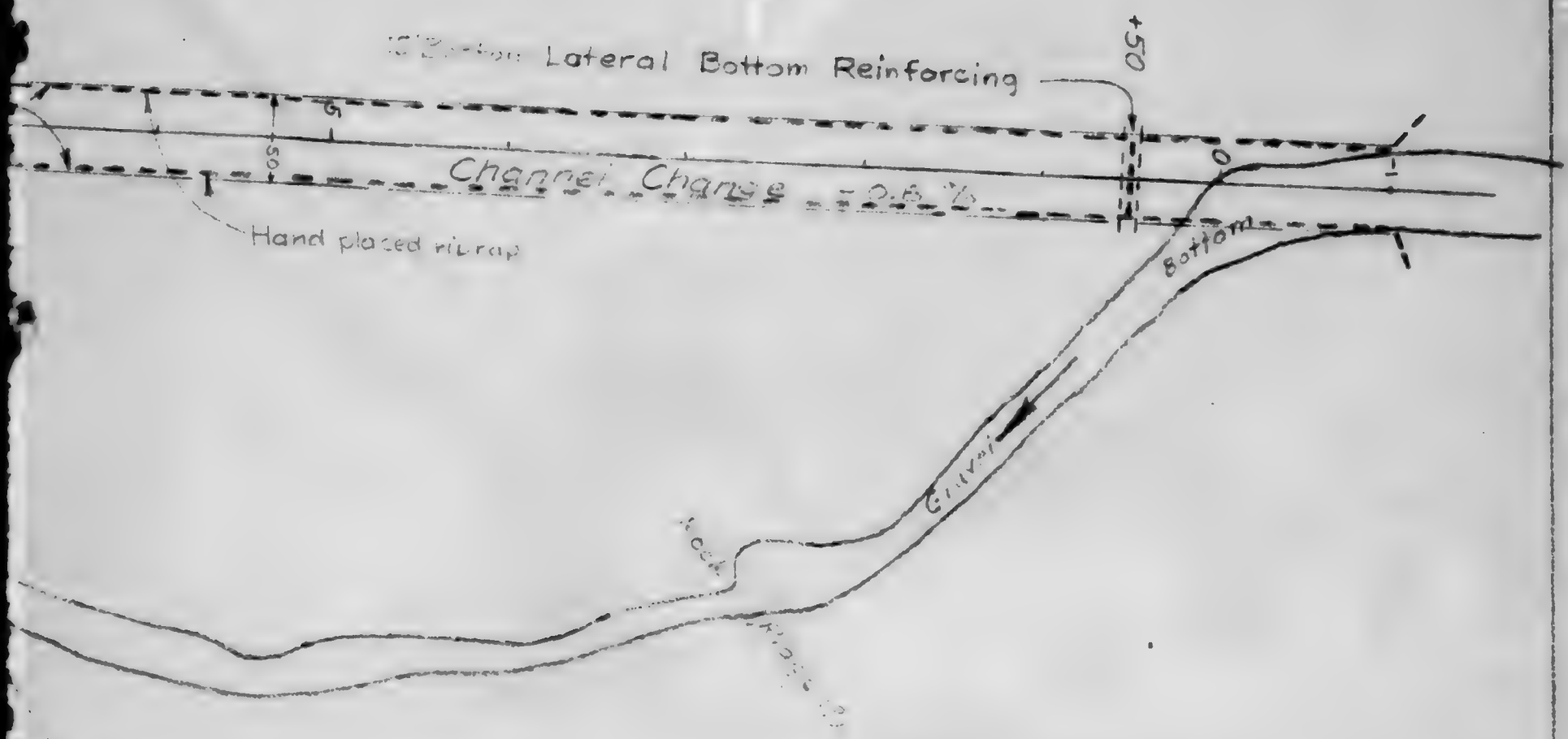
1535

12'

Variable

Ditch - 7'

2:1



Bear Creek Crossing Sta 1531+50
Valley View Rd - So. Ashland Unit
Pacific Highway

Scale 1"=100'

Jan. 1960
Rev. 1-25-60

JCJ

1-12-60

FAS 142 County Lincoln Contract No. 5663

Section 3

Location

Deer Cr Bridge
Picture filed
in Org 7
Covered
Bridges

RECEIVED
JAN 27 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 13, 1960

To: Mr. Frank Hall

SUBJECT: Bear Creek Crossing
Station 1531+50, Valley View-South Ashland Unit
Pacific Highway

I have reviewed the Bear Creek crossing southeast of Ashland and offer the following comments and recommendations:

The U. S. Geological Survey has, since 1920, maintained a gage on Emigrant Creek 1,100 feet downstream from Emigrant Dam. The largest discharge of record, 5,260 c.f.s., occurred during the February 1927 flood. The second largest discharge, 4,600 c.f.s., occurred during the December 1955 flood. There are also records available covering the summer flow of some of the major irrigation laterals in the vicinity and intermittent records on some of the smaller streams tributary to Bear Creek and Emigrant Creek below the dam. During the period 1944 through 1951 discharge records were kept on Emigrant Creek below Walker Creek, the major tributary from the east between the dam and the proposed bridge site. The creek enters about one mile upstream from the bridge site. The other major tributary, Niel Creek, enters from the west about one-half mile upstream from the bridge site.

Unlike the old Emigrant Dam, the new dam will have gates which can be regulated to control the discharge. The new reservoir is capable of storing virtually all of the runoff for major floods, including that of 1861. This regulation will affect 64 of the 135 square miles of drainage area at the bridge site. However, in the past, the phase relationship of Emigrant, Walker and Niel Creeks, has been such that the discharge from Emigrant Creek partially maintained and partially augmented peaks from the other two. Therefore, the discharge reduction at the bridge site will not be as great as might be assumed from the percentage of drainage area controlled. My computations for the 1955 flood discharge at the bridge site give 5,000 c.f.s. By comparison, the uncontrolled 71 square miles I estimate will discharge 3,500 c.f.s. for a 50-year flood. I have used 4,000 c.f.s. as a design discharge.

The existing channel at the bridge site has a bottom about 50 feet in width. Near the head of the proposed channel change the

NOTED
C. S. PAXSON

RECEIVED
JAN 13 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 13, 1960

To: Mr. Frank Hall

SUBJECT: Bear Creek Crossing
Station 1531+50, Valley View-South Ashland Unit
Pacific Highway

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NOTED
C. S. PAXSON

bottom is composed of gravel, some of it as large as 12 inches in diameter. Near a point in the channel about 440 feet left of Station 1537+50 there is what appears to be a rock ridge extending at an angle across the channel. In the reach from about 150 feet left of Station 1537+00 to about 200 feet right of Station 1528+00 the present bottom is on solid rock. The southerly channel bank in this reach is the toe of a large hill and appears to be mostly solid rock. Downstream from the point right of Station 1528 the channel bottom appears to be gravel with no indication of the depth to rock. The northerly bank is gravelly soil throughout. I would assume that gravel would also be found in the excavation along the line of the proposed channel change.

The proposed channel change follows the chord of the existing channel curve and begins at the head of a minor overflow channel. The overflow channel is only a shallow depression and may have contained water up to two feet deep in December 1955. The quantity of overflow would have been negligible compared to the quantity of flow in the main channel.

High water marks indicate a depth of flow of from 10 to 11 feet in the 50-foot natural channel near the centerline crossing for the 1955 flood. The proposed 100-foot bottom channel change seems wider than necessary inasmuch as the same discharge could theoretically be handled at a depth of 5 feet (toward the lower end of the channel the depth would be controlled by the water elevation in the natural channel beyond). A 50-foot bottom channel would more nearly duplicate the existing channel, which was essentially adequate in 1955. The channel change would be steeper (nearly 200 feet shorter for the same fall), would be straight and uniform. Therefore, the theoretical depth of flow would be less than in the natural channel (again, tail water will control toward the lower end). At the estimated depth, 7 feet, the flow would be about bank full. The velocity for either bottom width will be high - 9 f.p.s. and 10 f.p.s. as against 8 f.p.s. in the natural channel - but with riprapped banks and a good gravel bottom these occasional velocities should not be damaging.

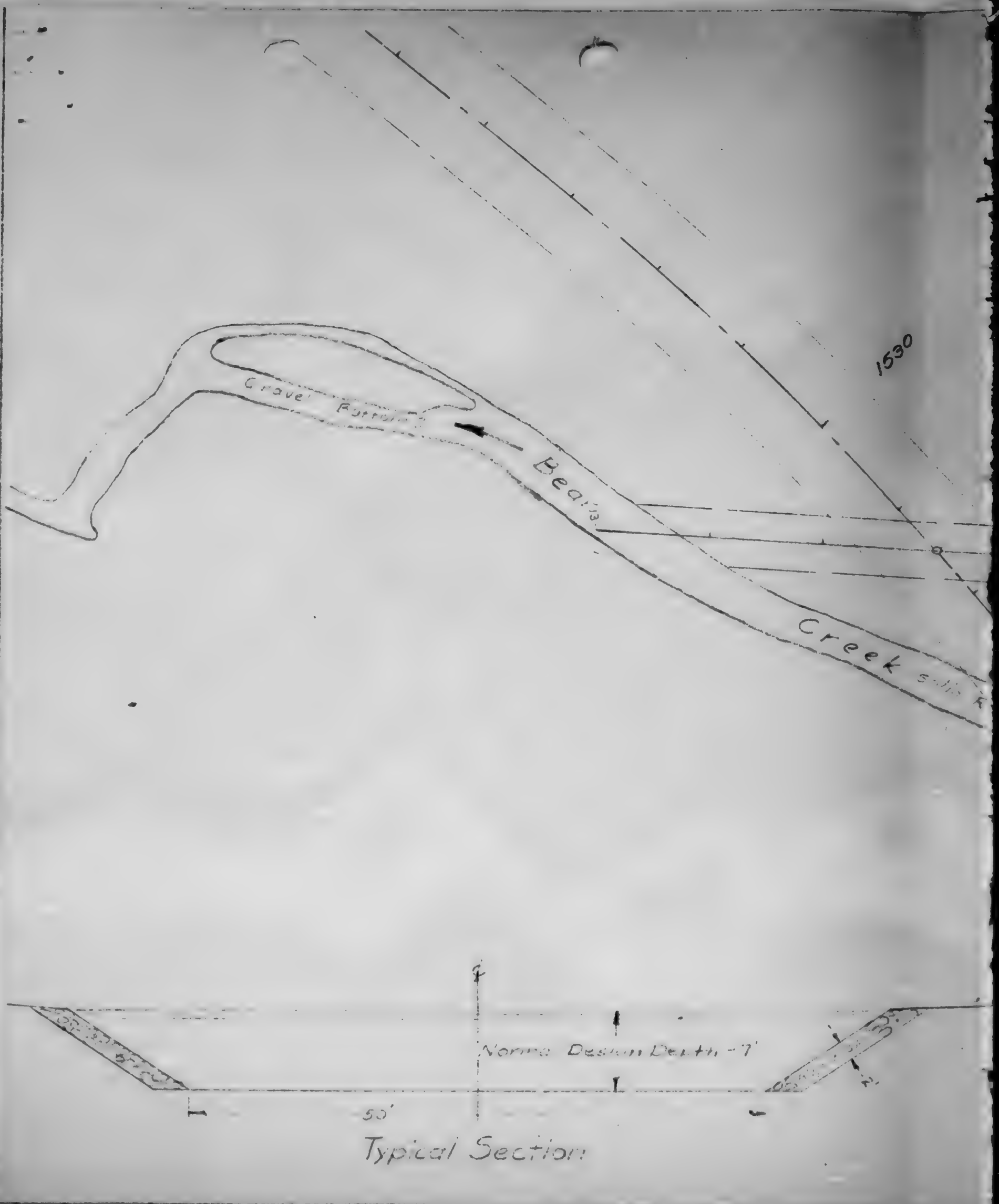
My recommendation is to use a 50-foot clear bottom width; 1½:1 side slopes with riprap on both slopes 2 feet thick, measured normal to the slope; bottom slope not over 0.008 foot per foot; channel change beginning at Station (negative) 1+00 and ending at Station 13+00; backfill present channel east of centerline.

John C. Jenkins
Assistant Research Engineer

JCJ:ae

cc to: Mr. G. S. Paxson
Mr. Tom Edwards
Mr. Ivan Merchant
Mr. F. D. Morgan

RECEIVED
JAN 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER



Typical Section

N

1530

Clear Bottom Width

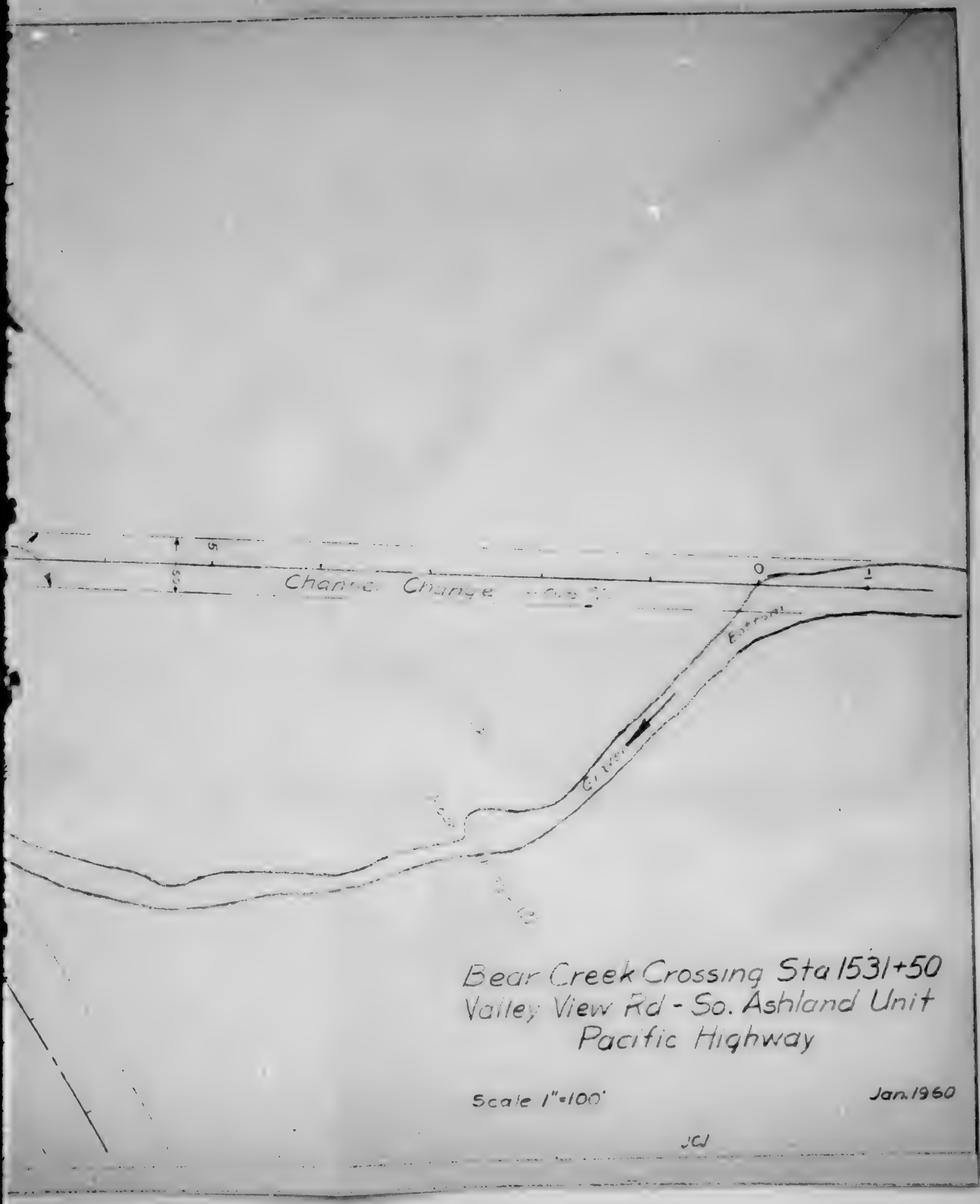
Channel Change

Creek

1535

Beck
Valley

Scale



Bear Creek Crossing Sta 1531+50
Valley View Rd - So. Ashland Unit
Pacific Highway

Scale 1"=100'

Jan. 1960

JCJ

RECEIVED
JAN 20 1960
FOR FILING

1-6-60

W. C. WILLIAMS

RECEIVED
JAN 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

14470 BEAR
5683

LOCATION PROSPECTUS
BEAR CREEK, DEER CREEK, AND WOLF CREEK BRIDGES
FAS 143 - LINCOLN COUNTY

The following prospectus is submitted concerning the Bear Creek, Deer Creek and Wolf Creek Bridges on FAS 143, which is a county road on the Federal Aid Secondary System. The bridges are located as follows:

Bear Creek Bridge	4.7 miles S.W. of Elk City
Deer Creek Bridge	7.6 miles N.W. of Harlan
Wolf Creek Bridge	3.0 miles N.W. of Harlan

Each bridge will require about 1,000 feet of survey for an overall length of 3,000 feet for the project.

This will be a location survey to prepare plans, specifications and estimates for construction of new bridges on improved alignment, grading approaches, and removing existing structures upon completion of project.

The existing ADT is 100 and the projected (1978) ADT is 150. This will be a Class "E" highway with design speed corresponding to maximum grade and curvature. The typical section will consist of a 20-foot traveled way with 4-foot shoulders. All three bridges will be constructed to a 24-foot width. Deviation from State and Federal standards is not anticipated or authorized.

Bear Creek Bridge will be replaced by a structure consisting of three 25-foot precast beam spans on treated piling. Deer Creek Bridge will be replaced by a structure consisting of an RC single span with cantilever ends. Wolf Creek Bridge will be replaced by a 12' x 8' RCBC with top of culvert at grade. Existing bridges will carry traffic during construction.

Final agreements with the county will be necessary. Liaison should be established with the county engineer prior to commencing this survey.

There are no state parks or roadside rest areas affected by this project.

January 6, 1960

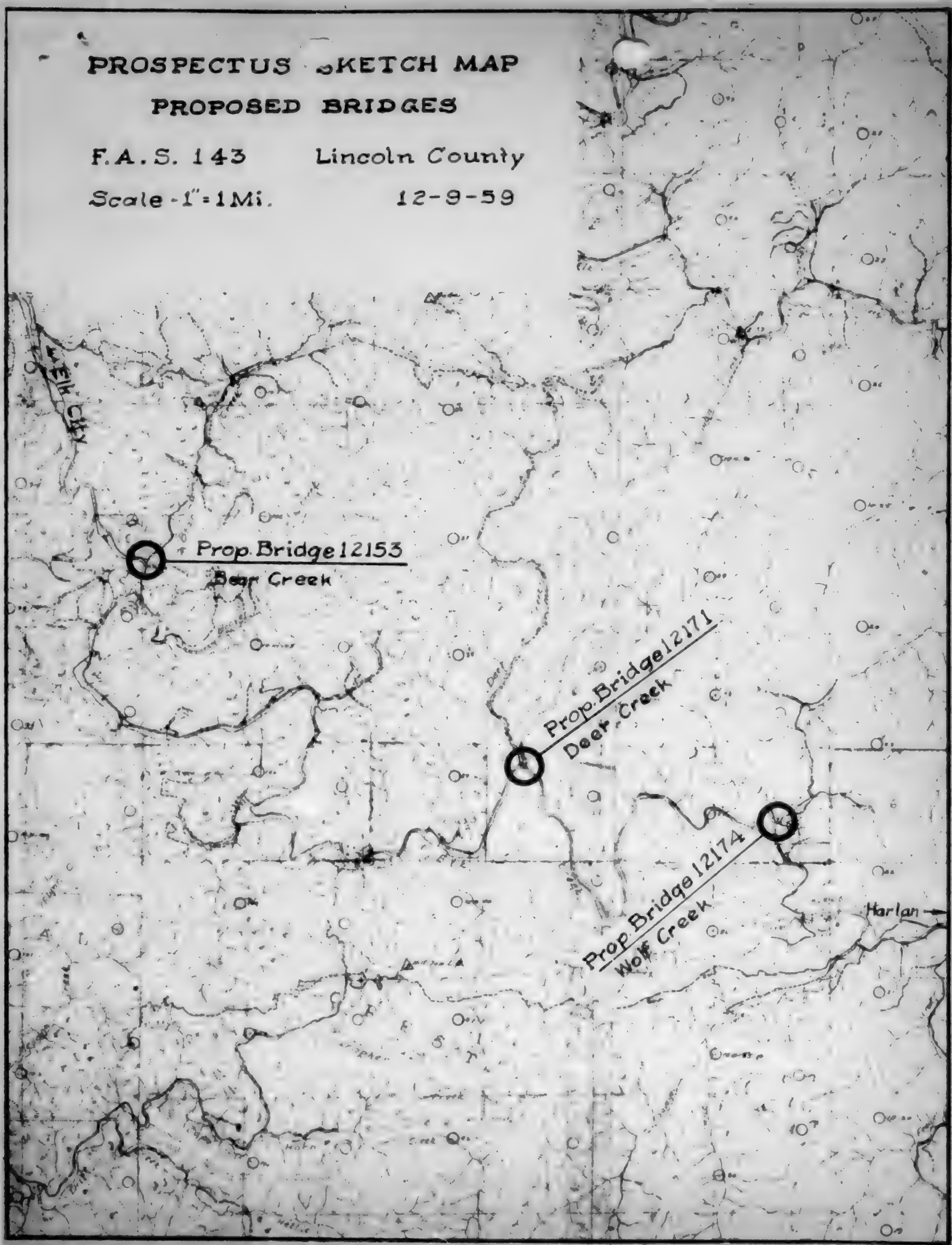
Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
L. L. MacIntyre
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

PROSPECTUS SKETCH MAP
PROPOSED BRIDGES

F.A.S. 143 Lincoln County

Scale - 1" = 1 Mi. 12-9-59



NOTED
C. G. SWENSON

December 21, 1959

NOTED
V. R [illegible]

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
Harold C. Ayers

Gentlemen:

On December 16 the Highway Commission approved the county FAS project as described in the attached tabulation which is believed to conform with your request. Preliminary engineering for this project will be performed under the supervision of our division office with headquarters in Salem.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm

Att: Tab. 59-h

cc: Mr. I. M. Huddleston, Co. Engr.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
December 1, 1959

Proposed County FAS Project
FAS 143, Lincoln County

Mr. J. D. Walker
Division Engineer
Salem

Enclosed are three copies of a tabulation, with map attachments, describing three bridge projects requested by Lincoln County for construction with available county FAS funds. These projects will be presented to the Highway Commission for approval at its December 17 and 18 meeting.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl: Tab. 59-8

cc: Tom Edwards
Vic Wolfe
G. L. Decker

NOTED
JOHN D. GRAHAM

PROPOSED PROJECT
LINCOLN COUNTY

FAS 143, Bear, Deer, and Wolf Creek Structures, $94,000.

Bear Creek: Bridge No. 12153 located approximately 4.7 miles southwest of Elk City.

Deer Creek: Bridge No. 12171 located approximately 7.6 miles northwest of Harlan.

Wolf Creek: Bridge No. 12174 located approximately 3 miles northwest of Harlan.

The proposed project is to replace the existing untreated timber bridges with new structures. Mr. Ricketts, Assistant Bridge Engineer, has made a preliminary investigation of the bridge sites and made the following tentative recommendations:

Bear Creek: Three 25' precast beam spans on treated piling.

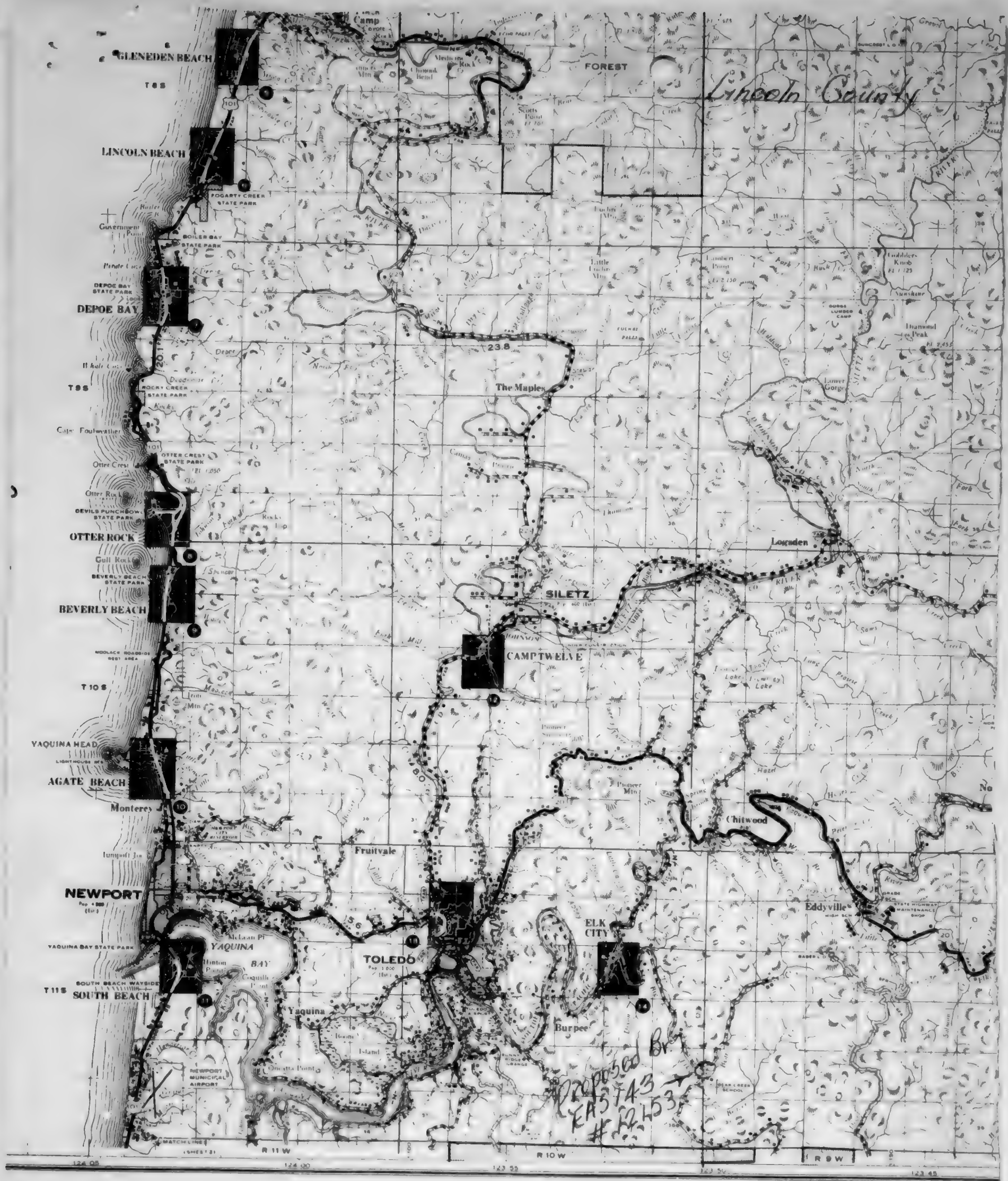
Deer Creek: Reinforced concrete single span with cantilever ends for a total length of approximately 80'.

Wolf Creek: 12' X 8' R.C.B.C. with the top of the culvert at grade.

It is recommended that the structures be constructed on an improved alignment which would permit the existing bridges to carry traffic during construction. The FAS project will be for the structures, including removal of the existing bridges, and grading the road approaches to a roadbed width which will permit a 28' wide finished roadway. The bridges are to have a 24' wide roadway. The county will construct the base and wearing surface and also wish to be advised of the grading quantities after the survey has been completed. In the event these quantities are relatively minor, the county may elect to do the grading rather than include it in the FAS project.

Mr. Huddleston, County Engineer, should be consulted prior to making the survey.

59-h
11/13/59


Lincoln County
GLENEDEN BEACH
LINCOLN BEACH
DEPOE BAY
ROCKY CREEK STATE PARK
OTTER CREST STATE PARK
DEVILS PUNCHBOWL STATE PARK
OTTER ROCK
BEVERLY BEACH STATE PARK
BEVERLY BEACH
YAQUINA HEAD
AGATE BEACH
Monterey
NEWPORT
YAQUINA BAY STATE PARK
SOUTH BEACH WAYSIDE
SOUTH BEACH
NEWPORT MUNICIPAL AIRPORT
YAQUINA
TOLEDO
Yaquina
Fruitvale
The Maples
SILETZ
CAMPTWELVE
Logsden
Chitwood
ELK CITY
Burpee
Eddyville
FOREST
T 10 S
T 11 S
R 11 W
R 10 W
R 9 W
124 05
124 00
123 55
123 50
123 45

Lincoln Co

Proposed Bridges
FAS 143
#12171
#12174

124 00 | 123 55 | 123 50 | 123 45 | 123 40

R 10 W | R 9 W | R 8 W

Salado

Harlan

SIUSLAW

NATIONAL

FOREST

R 10 W | R 9 W | R 8 W

TIDEWATER

Little Switzerland

Denzer

Fisher

COUNTY

BENTON

T 14 S

T 15 S

R 10 W | R 9 W

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 29, 1959

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

Gentlemen:

As per your request, a preliminary investigation of the Wolf, Deer, and Bear Creek Bridges on the Elk City-Harlan County Road has been made by our bridge division.

Mr. Ricketts, Assistant Bridge Engineer, made this preliminary investigation and made the following recommendations after studying the drainage areas involved and viewing the sites:

Wolf Creek - Recommended a reinforced concrete box culvert (approximately 12' X 8') to be constructed on an improved alignment and utilizing the existing bridge to carry traffic during construction. Estimate - $10,000.

Deer Creek - Recommended an 80' long R.C.D.G. (cantilever type) bridge due to the proximity of the bridge site to the junction of Deer Creek and Elk Creek and on the assumption the bridge will be constructed on a rock foundation. It is also recommended that this structure be constructed on an improved alignment so that the existing bridge can carry traffic during construction and also to reduce the curvature at this point. Estimate - $25,000.

Bear Creek - Recommended a 75' long R.C.D.G. on treated piling on the assumption that the foundation will be gravel. A bridge is recommended here due to the proximity of the bridge site to the junction of Bear and Elk Creeks. It is also recommended that this structure be constructed on an improved alignment which would permit utilization of the existing bridge to carry traffic during construction. Estimate - $25,000.

The above estimates were based on a 24' roadway for the bridges and a finished roadway of 28' over the culvert. Some change in the recommendations may be necessary after the detailed information of a vicinity map survey becomes available; however, it is

believed the total estimated cost of $60,000 for the three structures is reasonably close if the county performs all required road work.

The $60,000 estimate is well within Lincoln County's unprogrammed FAS funds of $94,000 if the County wishes to proceed with these structures as an FAS project. Approval of the road as an FAS route would, of course, first be required. The Highway Commission is expected to act on this route approval at its November 5-6 meeting and it will be submitted to the Bureau of Public Roads immediately after approval by the Highway Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:ss

cc: Mr. I. M. Huddleston, Co. Engr.
Mr. J. D. Walker, Div. Engr.
Mr. Ivan Merchant, Bridge Engr.

FORM E-80 REM 11-58 15000

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
V.R. JONES

Salem, Oregon
October 29, 1959

SUBJECT: Preliminary Cost Estimate
Bear, Deer, and Wolf Creeks
FAS 143, Lincoln County

To:

Mr. Ivan D. Merchant
Bridge Engineer
O F F I C E

Yesterday I went over the sites mentioned in this letter, with the Lincoln County maps attached.

I found that Wolf Creek could be a culvert, but Bear and Deer Creeks require bridges. The size and length required for the three sites are as follows:

1. Wolf Creek Bridge, Bridge No. 12174 requires a 12 x 8 reinforced concrete box culvert, the top of which will be at grade, requiring a 40' length of barrel. This is estimated to cost $7,500.

2. Deer Creek, Bridge No. 12171. This structure is located right at the mouth of Deer Creek where it empties into Elk Creek. The deck is 16' above streambed and has bedrock foundation. On account of the backwater from Elk Creek, a single span structure with cantilever ends would be most suitable for this location. For a preliminary estimate, I estimate that a 80' structure with 24' roadway would be required, which would be identical with the South Fork Yachats River Bridge No. 12042A, which has a 52' center span with 14' cantilevers. Possibly when the vicinity map comes in, the center span can be reduced to a 46' or 48' span with 12' cantilevers. We have a bridge design for Snider Creek, Bridge No. 8109 which has a 46' span with 12' cantilevers, 24' roadway, which equals 70 lineal feet. However, the preliminary estimate is made on a 80' structure and is estimated to cost $25,000.

3. Bear Creek, Bridge No. 12153. This bridge is also situated where Bear Creek empties into Elk Creek, but we have a sand and gravel formation into which piling can be driven, and due to the conditions at the site, 3-25' precast beam spans of treated piling would be most suited for this location, which would cost $20,000, adding 12½%, giving a total of $59,000, for all three.

On both the Bear Creek and Deer Creek structures, a relocation of the existing road would considerably improve the alignment, and on Bear Creek would throw the bridge upstream so that riprap protection would not be required for the toe of the end fills.

RECEIVED
OCT 30 1959

Over the telephone this morning, I advised Mr. Hagemann, County and City Relations Division, that an overall authorization of $60,000 would be adequate, and he is writing Lincoln County to this effect. He said this amount was well within their authorized monies.

Vicinity maps will be required for each of these locations.

I understand Mr. Huddleston, the County engineer, is intending to do this. When the vicinity maps come in, a more accurate analysis can be made of the structures required.

I am positive that the $60,000 is ample for all three structures.

E. G. Ricketts

E. G. Ricketts
Assistant Bridge Engineer

EGR/mm
cc: Mr. Hagemann ✓
County and City Relations Division

Attached

NOTED
Harold C [illegible]

NOTED V. R. JONES

Salem, Oregon
October 16, 1959

Mr. Ivan Merchant
O F F I C E

Preliminary Cost Estimate
Bear, Deer, & Wolf Creeks
FAS 143, Lincoln County

NOTED
John F. Hagemann

At a meeting with the Lincoln County Court on October 15, the Court requested that a preliminary investigation, with cost estimate, be made of the Bear, Deer, and Wolf Creek crossings on the Elk City-Harlan County Road, proposed FAS 143. The preliminary investigation should cover the recommended type and length of a new structure for each crossing. The county thought it might be possible to utilize a concrete box culvert at Wolf and Bear Creeks. The Wolf Creek crossing would be on a revised location as sketchedd on the attached maps. The county has already run in this location and the stakes might still be on the ground.

The cost estimate should be based on a 24' roadway for bridges and a finished roadway of 24' if a culvert proves feasible. The estimate should be for the structures only as Lincoln County would do all necessary road construction. No detour would be necessary at Wolf Creek; however, an estimate to carry traffic during construction at the Bear and Deer Creek sites should be included.

Your early attention to this matter would be appreciated as Lincoln County will be governed by the results in selection of county FAS projects for construction during 1960.

John F. Hagemann
Assistant County & City Relations Engineer

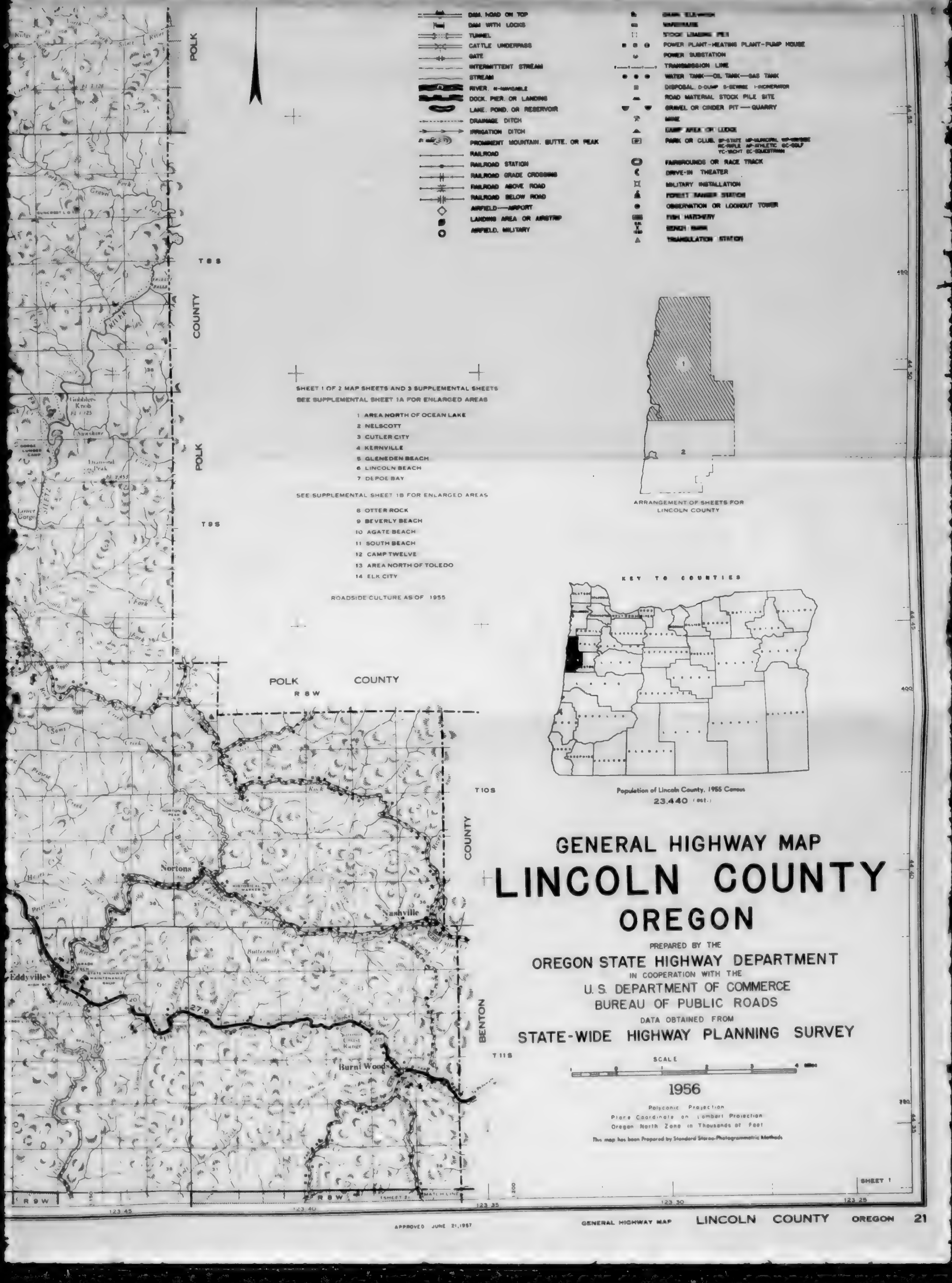
JFH:mm

OCEAN
R 11 W
CASCADE HEAD EXP FOR
R 10 W
TILLAMOOK
COUNTY
R 9 W
T 6 S
T 7 S
T 8 S
Three Rocks
Otis
Roads End
Neotsu
Wecoma Beach
OCEANLAKE
SIUSLAW
DELAKE
NELSCOTT
TAFT
CUTLER CITY
NATIONAL
FOREST
KERNVILLE
Pikes Camp
GLENEDEN BEACH
LINCOLN BEACH
DEPOE BAY
OTTER ROCK
SILETZ
Rose Lodge
FOREST CORRIDOR
Ball Mtn
Diamond Peak
Scotts Point
Government Point
Cape Foulweather
Otter Crest
Gull Rock
The Maples
Logsden
POGARTY CREEK STATE PARK
BOILER BAY STATE PARK
DEPOE BAY STATE PARK
ROCKY CREEK STATE PARK
OTTER CREST STATE PARK
DEVILS PUNCHBOWL STATE PARK
BEVERLY BEACH STATE PARK
101
20
123.8
124.05
124.00
123.55
123.50
45.00
44.55
44.50
44.45

R 9 W
COUNTY
T 6 S
T 7 S
T 8 S
T 9 S
POLK COUNTY
POLK COUNTY
Saddle Mtn.
RADIO RELAY STATION
Prairie
Prairie
Mtn.
Mtn.
Ridge
Fork
Grave
Fork
Creek
Creek
Creek

PACIFIC OCEAN

NELSCOTT
TAFT
CUTLER CITY
SILETZ BAY
KERNVILLE
Pikes Camp
GLENEDEN BEACH
LINCOLN BEACH
FOGARTY CREEK STATE PARK
BOILER BAY STATE PARK
DEPOE BAY STATE PARK
DEPOE BAY
HOLLY CREEK STATE PARK
OTTER CREST STATE PARK
DEVILS PUNCHBOWL STATE PARK
OTTER ROCK
BEVERLY BEACH STATE PARK
BEVERLY BEACH
MOOLACK ROADSIDE REST AREA
YAQUINA HEAD
AGATE BEACH
Monterey
NEWPORT
YAQUINA BAY STATE PARK
SOUTH BEACH WAYSIDE
SOUTH BEACH
NEWPORT MUNICIPAL AIRPORT
YAQUINA
BAY
Yaquina Bay Bridge
Yaquina Head Lighthouse
Government Point
Cape Foulweather
Otter Crest
Otter Rock
Gull Rock
Beaver Creek
Fogarty Creek
Boiler Bay
Depoe Bay
Whale Cove
Jumpoff Joe
Nye Beach
McLean Pt
Hinton Point
Coquille Point
Yaquina Bay Bridge
Yaquina Head Lighthouse
Yaquina Bay Lighthouse
Yaquina Head
Yaquina Bay
Yaquina Island
Burpee
Yaquina
Toledo
Fruitvale
Elk City
Eddyville
Chitwood
Siletz
Camptwelve
Logsden
Lincoln
Pioneer
Pioneer Mtn
Fuchs Mtn
Little Fuchs Mtn
Lambert Point
Goddlers Knob
Scotts Point
Medicine Rock
Chinook Point
Cougar Mtn
Ball Mtn
Diamond Peak
National Forest
Siletz River
Yaquina River
Big Elk Creek
Beaver Creek
Depot Bay
Mill Creek
Killer Creek
Fogarty Creek
Boiler Bay
Depoe Bay
Whale Cove
Holly Creek
Otter Crest
Otter Rock
Gull Rock
Beaver Creek
Jumpoff Joe
Nye Beach
Yaquina Bay
Yaquina Head
Yaquina Bay Lighthouse
Yaquina Bay Bridge



SHEET 1 OF 2 MAP SHEETS AND 3 SUPPLEMENTAL SHEETS

SEE SUPPLEMENTAL SHEET 1A FOR ENLARGED AREAS

1 AREA NORTH OF OCEAN LAKE
2 NELSCOTT
3 CUTLER CITY
4 KERNVILLE
5 GLENEDEN BEACH
6 LINCOLN BEACH
7 DEPOE BAY

SEE SUPPLEMENTAL SHEET 1B FOR ENLARGED AREAS

8 OTTER ROCK
9 BEVERLY BEACH
10 AGATE BEACH
11 SOUTH BEACH
12 CAMP TWELVE
13 AREA NORTH OF TOLEDO
14 ELK CITY

ROADSIDE CULTURE AS OF 1955

ARRANGEMENT OF SHEETS FOR LINCOLN COUNTY

KEY TO COUNTIES

Population of Lincoln County, 1955 Census
23,440 (est.)

GENERAL HIGHWAY MAP
LINCOLN COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1956

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North Zone in Thousands of Feet

This map has been Prepared by Standard Stereo-Photogrammetric Methods

APPROVED JUNE 21, 1957

124.10
124.05
124.00
123.55
123.50
44.35
44.30
44.25
44.20
R 11 W
R 10 W
MATCH LINE
SHEET
OCEAN
PACIFIC
T 12 S
T 13 S
T 14 S
T 15 S
LOST CREEK STATE PARK
SEAL ROCK STATE PARK
SEAL ROCK
Ona
Bayview
ALSEA BAY
ALSEA BAY NORTH BRIDGEHEAD STATE PARK
WALDPORT
SOUTH WALDPORT OCEAN WAYSIDE
Yaquina John Point
GOVERNOR PATTERSON MEMORIAL STATE PARK
WACONDA BEACH
BIG CREEK STATE PARK
SAN MARINE
YACHATS STATE PARK
YACHATS
YACHATS OCEAN ROAD STATE PARK
CAPE PERPETUA
Cooks Chasm
Captain Cook Point
NEPTUNE STATE PARK
SIUSLAW
NATIONAL
TIDEWATER
Little Switzerland
Denzer
Fisher
R 12 W
R 11 W
R 10 W
LANE
COUNTY
LANE

Existing Rd.

Wolf Cr.

#12171
Deer Cr. Br.
Existing Br.
70' long covered
Hwy. (var.)

Existing Br. F.T.
20' long.
Wolf Cr.
#12174

Elk Cr.

Proposed Line Revision
Staked by Co.

R 9 W

Salado

Harlan

BIG ELK FOREST CAMP AND BIG ELK GUARD STATION

HILLTOP L. O.

CHINQUAPIN POINT L. O.

Cypher Creek

Spring Mtn.

Klickitat Creek

FOREST

FALLS CREEK SALMON HATCHERY

Schoolhouse

To Philomath

Scott Mtn.

Little Digger Mtn.

McDonald L.

Fisher

COUNTY

T 12 S

T 13 S

T 14 S

T 15 S

R 8 W

BENTON

N

ARRANGEMENT OF SHEETS FOR
LINCOLN COUNTY

1

2

KEY TO COUNTIES

PACIFIC

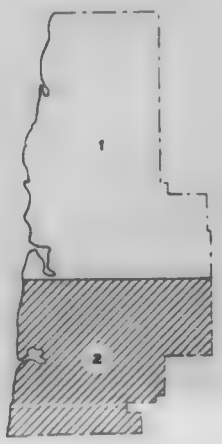
Bay view
ALSEA BAY
ALSEA BAY NORTH BRIDGEHEAD STATE PARK
WALDPORT
SOUTH WALDPORT OCEAN WAYSIDE
Yaquina John Point
GOVERNOR PATTERSON MEMORIAL STATE PARK
LINCOLN
WACONDA BEACH
BIG CREEK STATE PARK
WAYSIDES
SAN MARINE
YACHATS STATE PARK
YACHATS
YACHATS OCEAN ROAD STATE PARK
RODEO GROUNDS
CAPE PERPETUA
Cooks Chasm
Captain Cook Point
NEPTUNE STATE PARK
TIDEWATER
Little Switzerland
NATIONAL
Denzer
Fisher
T 13 S
T 14 S
T 15 S
R 12 W
R 11 W
R 10 W
LANE COUNTY
LANE

LEGEND

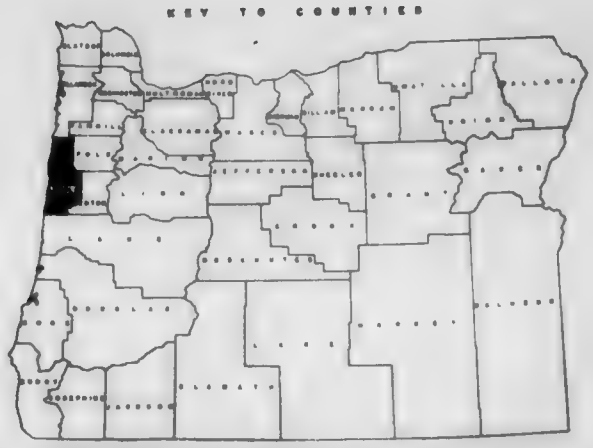
- PUBLIC USAGE — PRIVATE ROAD
- IMPASSABLE ROAD
- PRIMITIVE ROAD
- UNIMPROVED ROAD
- GRADED AND DRAINED ROAD
- SOIL SURFACED ROAD
- GRAVEL NOT GRADED OR DRAINED ROAD
- GRAVEL, GRADED AND DRAINED ROAD
- PAVED ROAD, LOW TYPE
- PAVED ROAD, HIGH TYPE
- MULTIPLE LANE —— DIVIDED ROAD
- ONE WAY ROAD
- FEDERAL AID PRIMARY HIGHWAY
- FEDERAL AID SECONDARY HIGHWAY
- ONE ROUTE — US ROUTE
- DISTANCE BETWEEN POINTS
- MINOR STRUCTURE
- BRIDGE — GRADE SEPARATION
- BRIDGE, COVERED
- FERRY, FF-FREE TF-TOLL
- DAM
- DAM, ROAD ON TOP
- DAM WITH LOCKS
- TUNNEL
- CATTLE UNDERPASS
- GATE
- INTERMITTENT STREAM
- STREAM
- RIVER N-NAVIGABLE
- DOCK, PIER OR LANDING
- LAKE, POND OR RESERVOIR
- DRAINAGE DITCH
- IRRIGATION DITCH
- PROMINENT MOUNTAIN, BUTTE, OR PEAK
- RAILROAD
- RAILROAD STATION
- RAILROAD GRADE CROSSING
- RAILROAD ABOVE ROAD
- RAILROAD BELOW ROAD
- AIRFIELD — AIRPORT
- LANDING AREA OF AIRSTRIP
- AIRFIELD, MILITARY
- SEAPLANE BASE CIVIL
- AIRWAY LIGHT BEACON
- WEATHER OBSERVATION STATION
- STATE CAPITAL
- COUNTY SEAT
- CITY OR LOCALITY
- FARM UNIT
- DWELLING, OTHER THAN FARM
- GROUP OF DWELLINGS
- PUBLIC BUILDING, T-TOWNHALL S-SCHOOL
- SCHOOL
- CHURCH
- CEMETERY
- FIRST AID STATION
- HOSPITAL
- RADIO STATION, WITH CALL LETTERS
- POST OFFICE OR (†) ATOP ANY BUILDING
- BUSINESS ESTABLISHMENT
- MINERY OR INDUSTRIAL PLANT
- SAWMILL
- GRAIN ELEVATOR
- WAREHOUSE
- STOCK LOADING PEN
- POWER PLANT-HEATING PLANT-PUMP HOUSE
- POWER SUBSTATION
- TRANSMISSION LINE
- WATER TANK—OIL TANK—GAS TANK
- DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
- GRAVEL OR CINDER PIT — QUARRY
- MINE
- CAMP AREA OR LODGE
- PARK OR CLUB, SP-STATE MP-MUNICIPAL RC-RIFLE AP-ATHLETIC YC-YACHT EC-EQUESTRIAN
- FAIRGROUNDS OR RACE TRACK
- DRIVE-IN THEATER
- MILITARY INSTALLATION
- FOREST RANGER STATION
- OBSERVATION OR LOOKOUT TOWER
- FISH HATCHERY
- BENCH MARK
- TRIANGULATION STATION

124.10 124.05 124.00 123.55 123.50

ARRANGEMENT OF SHEETS FOR
LINCOLN COUNTY



KEY TO COUNTIES



Population of Lincoln County, 1955 Census
23,440 (est.)

- FEN
- -HEATING PLANT-PUMP HOUSE
- ATION
- LINE
- OIL TANK—GAS TANK
- P S-SEWAGE I-INCINERATOR
- STOCK PILE SITE
- DER PIT — QUARRY
- LODGE
- SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
- OR RACE TRACK
- EATER
- TALLATION
- ER STATION
- OR LOOKOUT TOWER
- STATION

SHEET 2 OF 2 MAP SHEETS AND 3 SUPPLEMENTAL SHEETS
SEE SUPPLEMENTAL SHEET 2A FOR ENLARGED AREAS

15. SEAL ROCK
16. AREA EAST OF WALDPORT
17. AREA SOUTHWEST OF WALDPORT
18. WACONDA BEACH
19. SAN MARINE
20. YACHATS
21. TIDEWATER

ROADSIDE CULTURE AS OF 1955

GENERAL HIGHWAY MAP
LINCOLN COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
0 1 2 3 4 Miles

1956

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon North Zone in Thousands of Feet

This map has been Prepared by Standard Stereo-Photogrammetric Methods

SHEET 2

123 50 123 45 123 40 123 35 123 30

APPROVED JUNE 21, 1957

GENERAL HIGHWAY MAP LINCOLN COUNTY OREGON 21

327-1710 Independence (Sag & Polk Sts.) Grad. and Pav. 1960

#5684

Sp State Law Street Fund
#1

Form A-191—1M—

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
C. G SWENSON

Address invoice to:

City of Independence

Independence, Oregon

Attention of E. E. Addison, City Recorder

Request No. (assigned by staff engineer or head of division) cc-648

Date 11/18/60

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing, City's share of cost of Polk and Sag Streets' curbs, basing, & paving project. Covered by agreement dated 4/20/60.

Itemized Statement:

City Advance Deposit $6,500.00

Quantity	Unit	Description	Unit Price	Amount
		As per attached statement:		
		Total Cost $25,610.61		
		Agreed State Share 20,000.00		
		Agreed City Share		5,610.61
		REFUND DUE CITY		$ 889.39

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? . . . . . $ 6,500.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:

327-1710-295

Submitted by:

H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

November 18, 1960

CONTRACT NO. 5684
POLK & SAC STREETS

SPECIAL CITY ALLOTMENT PROJECT
CITY OF INDEPENDENCE

PAYMENTS TO CONTRACTOR:

	Item	Quantity			Total
1.	Clear & grub	All		$1,000.00	$ 1,000.00
2.	Drainage & excavation	68.33	c.y.	3.50	239.16
3.	General excavation	1264.6	c.y.	1.05	1,327.83
4.	12" concrete pipe	213	l.f.	2.25	479.25
5.	15" " "	27	l.f.	3.25	87.75
6.	12" C.M.P.	160	l.f.	3.40	544.00
7.	12" C.M.P., 12 gauge	22	l.f.	5.35	117.50
8.	Concrete inlets	8	only	65.00	520.00
9.	Adjust manholes	3	only	25.00	75.00
10.	Concrete curbs	49.7	c.y.	35.00	1,739.50
11.	Coarse crushed material	2511	c.y.	2.75	6,905.25
12.	3/4"-0" material in base	317	c.y.	3.25	1,030.25
13.	Sprinkling	61	M/gal.	3.50	213.50
14.	3/4"-0" in binder	32	c.y.	4.00	128.00
15.	RC-3 asphalt	4.85	tons	60.00	291.00
16.	Class B asphaltic concrete	858.59	tons	8.75	7,512.66
17.	Paving approaches	21	each	40.00	840.00

Subtotal, Contract Items	$23,050.35
Engineering & Contingencies.	1,857.50
Survey	702.26
Total Cost	$25,610.41
Agreed State's Share	20,000.00
Agreed City's Share.	$ 5,610.41
City's Advance Deposit	6,500.00
REFUND DUE CITY	$ 889.59

HCA:mm

RECEIVED
AUG 22 1960
FOR FILING

227-1110
5684

August 19, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Salem Road & Driveway Co., on contract #5684 for grading-paving Sag and Polk Streets in Independence, Polk County.

This payment, in the amount of $12,786.34, will be released to contractor on or after August 29, 1960. The retained percentage is $691.41.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Form E-1—(Rev.)—

327-1710

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 1960

Section Independence (Sag & Polk Sts.)

Kind of work Grading & Paving

Highway City Streets County Polk

Section prefix 327-1710

Contractor Salem Road & Driveway Co.

Contract number 5684

Date of contract April 28, 1960

Specified work days 95

Date work started June 14, 1960

Work days used 33

Project authorization . . . . . $ 25,705.01
Exclusive of engineering . . . . $ 23,877.10

Per cent of time elapsed 34.7 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 23,022.28

Estimated per cent [redacted] or underrun . . . . . 3.58 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $1,827.91

Engineering cost to date $1,558.54, 85.3 %

Date project was completed ....., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor worked one day this week laying AC pavement to complete the paving on this project.

The contractor worked part of two days this week cleaning up the project. There are several minor items of cleanup left to be done which will be completed early next week.

Mr. Thomas the Mayor of Independence inspected the job Thursday, July 21.

CONSTRUCTION DIVISION
RECEIVED
JUL 25 1960
NOTED-- CE ACE ACE OSE

NOTED
JOHN R. GAKES

NOTED
C. E. PAULSEN

D.G. King, Resident Engineer

Signed by: Gerald O'Brien ASSISTANT RESIDENT ENGINEER

Address 1101 North Pacific Highway, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.2	0.2		0.2	0.2
Miles partially completed					
Miles completed	0.2	0.2		0.2	0.2
Total estimated quantities (contract)	1,250	2,560		35	870
Total quantities corrected to date	1,264	2,828		36.85	858.6
Estimated quantities moved or placed to date	1,264	2,828		36.85	858.6
Average daily quantities	0	0		0	358.6
Average daily quantities necessary to complete project on time					0
Number shifts per day					1
Hours per shift					10
Average force on project for week					15
Men					14
Supervision					1
Men and trucks under 3 tons					
Men and trucks over 3 tons					8
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers .....2....., Mixers ...., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., AC plant & paver 1 ....., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday			

FORM E-128

RECEIVED
JUN - 7 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

327-1710

5684

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5684, awarded April 28, 1960, for grading-paving Sag and Polk Streets in Independence, Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
H. S. COX

NOTED
C. G SWENSON

May 23, 1960

Subject: Independence (Sag and Polk Streets)
Contract No. 5684

Western Union Telegraph Company
239 S. W. Broadway
Portland 1, Oregon

Attention: Mr. F. L. Sulloway

Gentlemen:

Recently the State Highway Department let a contract for the improving of a portion of Sag and Polk Streets in the City of Independence. It has been determined that one of your poles at the intersection of Polk and Marsh Streets is in the way of construction. Your early attention to the moving of this pole would be appreciated.

Attached is a set of plans for this project showing circled in red the above-mentioned pole.

Very truly yours,

J. D. Walker
Division Engineer

By

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards
Mr. E. E. Addison
Mr. Clarence Swenson
Mr. D. C. King

RECEIVED
MAY 1960

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G SWENSON

May 3, 1960

Mr. E. E. Addison
City Recorder
Independence, Oregon

Harold C. Ayers

Dear Sir:

We have received the City's check in the amount of $6,500 covering the anticipated City's share of the cost of the Special City Allotment project on Polk and Sag Streets.

Contract No. 5684 was awarded to Salem Roads & Driveways Company on April 28. Enclosed is a copy of the contract and plans for your information and records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:ms
Encl.

NOTED
JOHN D. GRAHAM

RECEIVED
MAY 6 - 1960
FOR FILING

327.1710
3681

April 28, 1960

Salem Road and Driveway Company
P. O. Box 603
Salem, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 accepted your proposal which was submitted on April 19 for the Independence (Sag and Polk Streets) grading and paving project, Polk County, for the sum of $22,748.90 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5684.

This letter confirms our telephone call to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

zj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

CITY OF INDEPENDENCE

INDEPENDENCE, OREGON

April 26,1960

Office of City Recorder

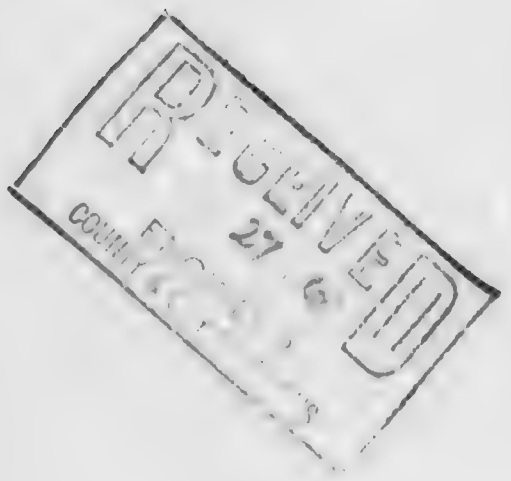
Mr.C.G.Swenson
County and City Relations Engineer
State Highway Department
Salem,Oregon

Dear Mr.Swenson:

Enclosed find warrant No.4611 in the amount of $6500.00,the City of Independence estimated share of the Polk and Sag street improvement.

Very truly yours

City of Independence
E.E.Addison
E.E.Addison
City Recorder



RECEIVED
APR 21 1960
FOR FILING
327-1710
5684

April 21, 1960

E. E. Addison, City Recorder
City Hall
Independence, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Independence a fully executed copy of an agreement between the State Highway Commission and the City of Independence covering the Special City Allotment project on Polk and Sag Streets in Independence.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 22 1960
FOR FILING

Salem, Oregon
April 21, 1960

Sp. State Hy St. Funds #1

$250,000 Fund Agreement
City of Independence

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Independence covering the Special City Allotment project on Polk and Sag Streets in Independence.

A fully executed copy of the above agreement has been retained in this office for the Comm ission's files and one fully executed copy has been sent to the City Recorder, Independence, Oregon.

Secretary

rm
Attach: 1

FORM E-30X 80M 7-59 22126

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1960

SUBJECT: $250,000 Fund Agreement
City of Independence

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on Polk and Sag Streets in Independence. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The Highway Commission approved the project on 12/16/59.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59 Min. Page 16
Floyd Quenzy
Secretary

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

April 20, 1960

Mr. E. E. Addison
City Recorder
Independence, Oregon

NOTED
Ronald C. Ayers

Dear Sir:

On April 19, the State Highway Commission received bids on the Special City Allotment project on Polk and Sag Streets. Low bid was submitted by the Salem Roads & Driveway Company and the revised estimate based on this bid is as follows:

Construction Items	$22,748.90
State Share of Flagging	100.00
Engineering & Contingencies, 12½%	2,856.11
Engineering Survey	800.00
Total Estimated Cost.	$26,505.01

As per the agreement between City and State, the City is to pay all costs in excess of $20,000. Will you please forward a check made payable to the Oregon State Highway Commission in the amount of $6,500 at your earliest convenience as a contract cannot be awarded until the City's deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Check Received 4-27-60

C. C. Swenson
County and City Relations Engineer

HCA:mm

RECEIVED
FEB 15 1960
FOR FILING
327-1710
5684

February 10, 1960

Mr. James E. Bryson
General Manager and Secretary
Valley and Siletz Railway Company
807 Terminal Sales Building
Portland, Oregon

Dear Sir:

Re: Improvement of Polk Street in
Independence, Polk County

I am attaching hereto a location prosepctus covering the improvement of Polk Street in Independence. This improvement will cross your tracks at the intersection of Log Cabin Street and Polk Street as shown on the attached sketch map. As a part of the improvement, we propose to protect the crossing by reflectorized crossbucks.

It is the practice of the State Highway Department to get notification to effected railroads where any location crossing or encroaching on railroad property is concerned. This is a preliminary notice in order that you may know of our plans. The location is just getting under way and I will supply you with additional data as soon as it is available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams

RECEIVED
FEB 15 1960
FOR FILING

February 10, 1960

Mr. A. W. Kilborn
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Re: Improvement of Polk Street in
Independence, Polk County

Attached hereto is a location prospectus for the above-cited project. It will involve the improvement of Polk Street, where it crosses your tracks at the intersection of Polk and Marsh Streets.

We propose to protect this crossing by the installation of reflectorized crossbucks. The survey is just getting under way and I will furnish you with additional data when available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
2 15 1960
FOR FILING

2-5-60

NORTH CITY LIMITS TO POLK STREET AND POLK STREET TO FIRST STREET SECTIONS
SAG STREET AND POLK STREET, INDEPENDENCE
POLK COUNTY

LOCATION PROSPECTUS

The following prospectus is submitted concerning the above mentioned sections of Sag Street and Polk Street in Independence. The easterly terminus is at the beginning of the paved and curbed section of Polk Street near First Street. The overall length of the project is 0.18 mile.

This will be a location survey to prepare plans, specifications and estimates for grading, drainage and paving on existing alignment.

The typical section will consist of a 30-foot curbed street section. The approved base design by G. L. Decker is:

Paving, base and wear	3½" A. C.
Top course, base	2 " 3/4"-0 crushed
Bottom course, base	14 " Coarse crushed
Total depth	19½"

Final agreements with the city will be necessary. Agreements with the Southern Pacific Company and the Valley and Siletz Railroad relative to track crossings will be negotiated by the city if required.

February 5, 1960

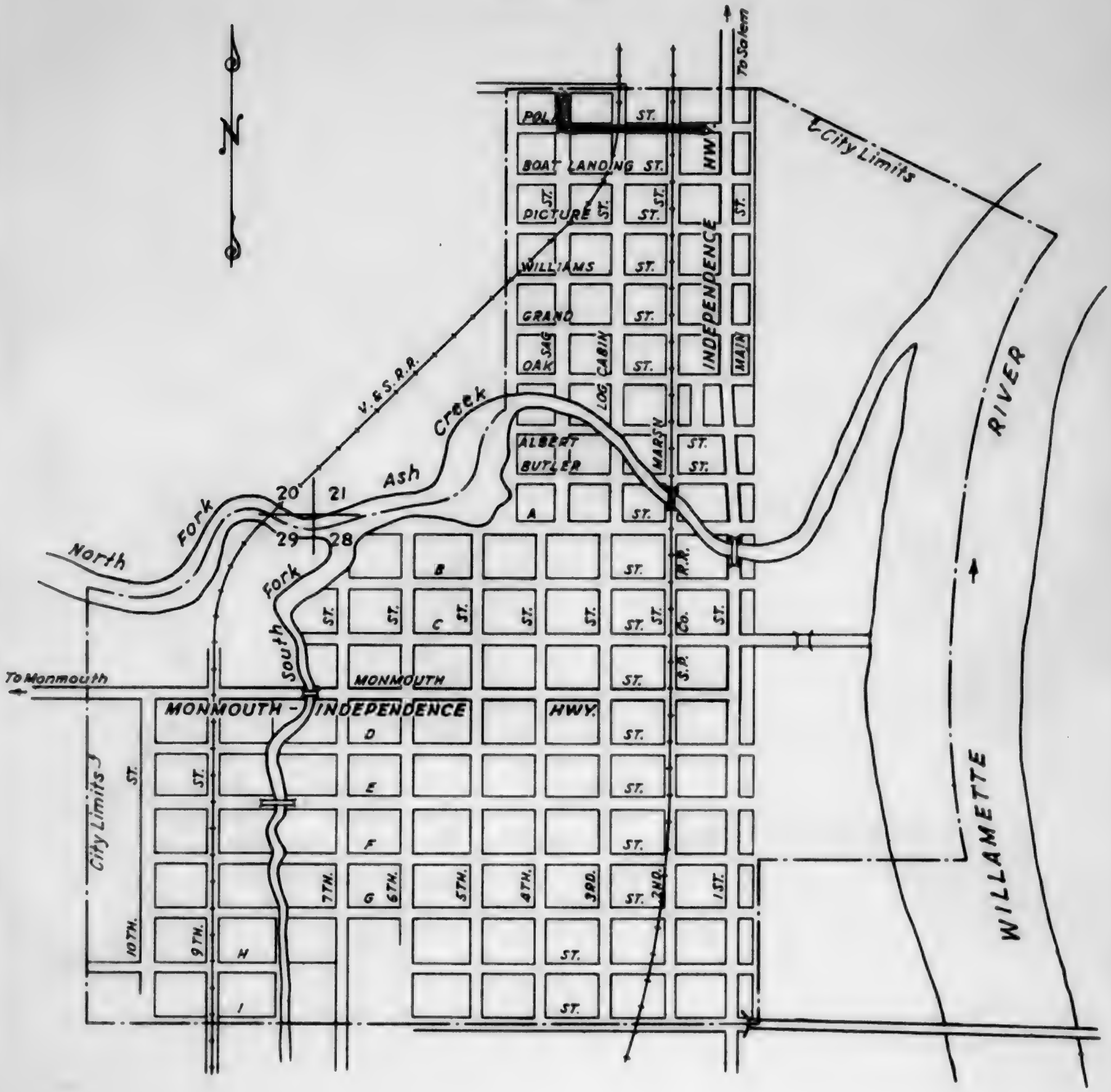
Attachment

cc: W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
L. L. MacIntyre
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

INDEPENDENCE

Scale 1"=800'



Rev. 2-2-56

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION

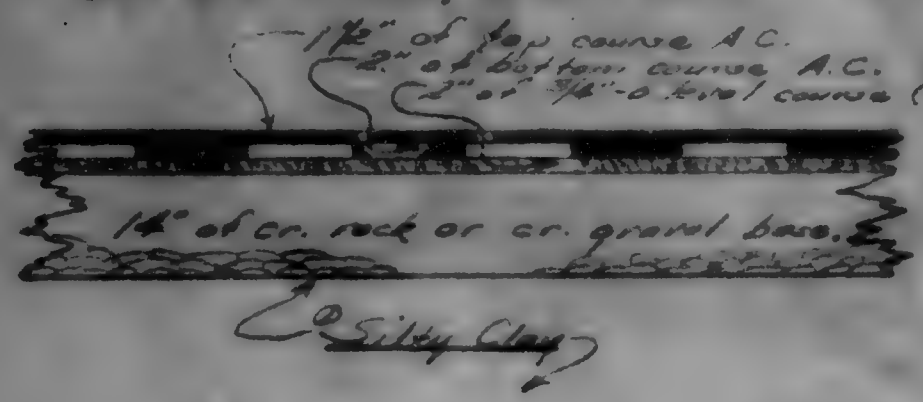
"PROPOSED" PROJECT BASE DESIGN "PROPOSED"

Section 6th St. & Sag St. Highway Independence City Sts. County Polk Prefix

Beg. Mop Length of Project Miles. Sta. to Sta. Date 5-17-

TYPICAL SECTIONS Traffic Classif. - Heavy (Logging Trucks)

*SOILS INVESTIGATION AND RECOMMENDATION FOR SURFACING THICKNESS COMPLETED AT THE REQUEST OF H. C. AYERS, COUNTY - CITY.



Typical Soil
30 44 21
6 90 72 P200
12 72 Silt
12 72 Clay
16 72 Water

5-19-59

Required Base & Rear		Designed Base		
Crushed	Not Crushed	Paint, Surf. Aids.	Base	Rear
			7½	
			2	
			14	
19½			19½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	I
Suitable material source to be determined by the Engineer.											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [redacted] Soils Engineer

Recommended by [redacted] Construction Engineer

Recommended by [redacted]

Approved by [redacted] State Highway Engineer

1-7-59

R E S O L U T I O N No. 339

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Independence is an incorporated city of the State of Oregon, and has a population of 2,040, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

Form cc-50 (1953 Rev.)
Special City Allotment

Polk Street (formerly Jew Street) and Walnut Street (formerly Sag Street)

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Polk Street (formerly Jew Street) a distance of three blocks from Main Street, West to Walnut Street and Walnut Street (formerly Sag Street) a distance of one block North from Polk Street to the North City limits

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Independence does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ray Dunckel as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th day of January, 1959.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

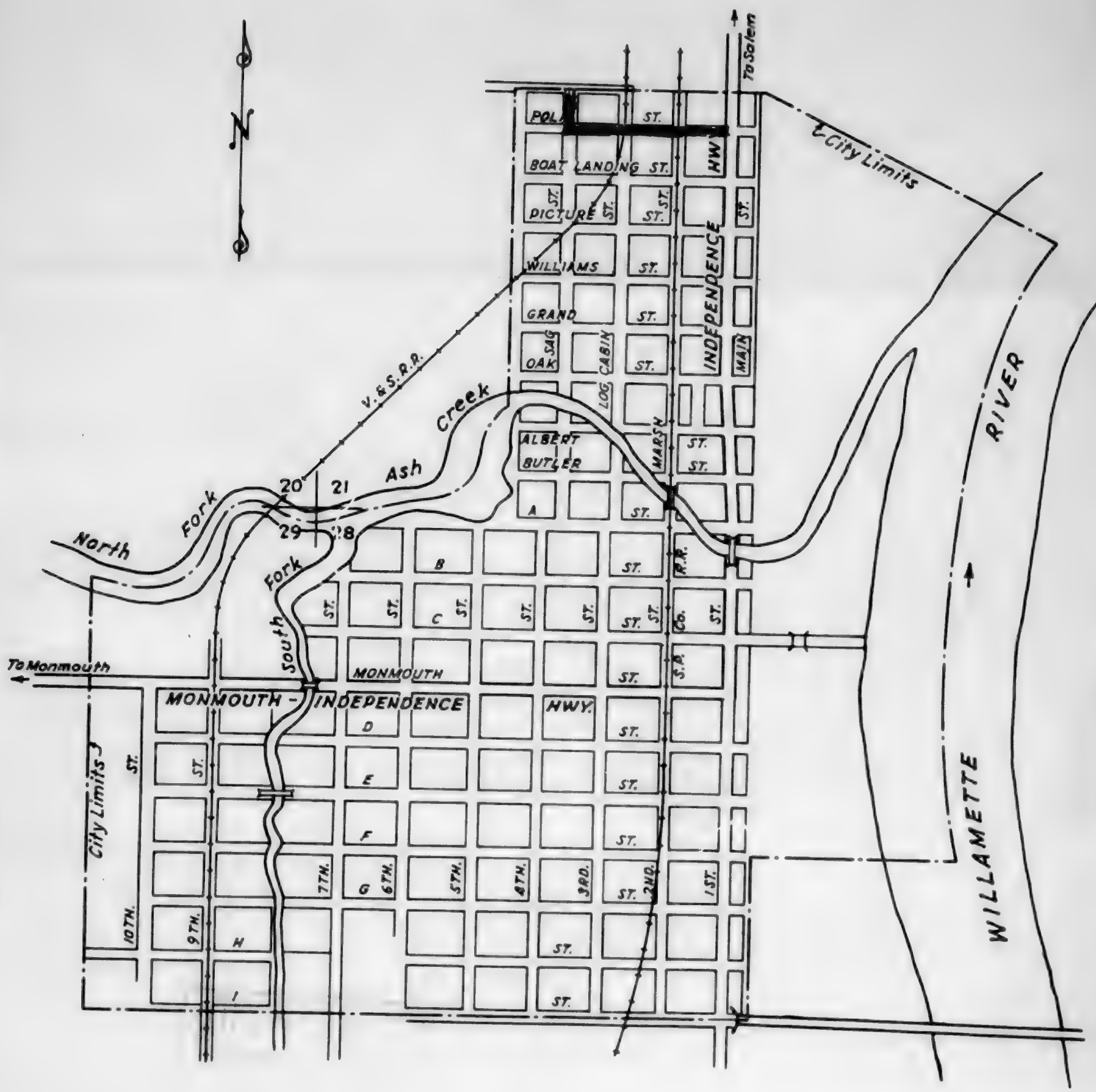
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Independence at a regular or special meeting of said Council, held on the 7th day of January, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 7th day of January, 1959.

E E Eddison
City Recorder

INDEPENDENCE

Scale 1"=800'



Rev. 2-2-56

327-1711 Falls City (Mitchell St.) 1960
Grad. & Pav.
#5685

Sp. State Dock St Fund 112

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3/8/61	CC 670		327-1711-293

INVOICE NUMBER 68764

City of Falls City
Falls City, Oregon

Attn: Fay Wilson - City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing city's share of cost of Mitchell Street hauling and paving project covered by agreement dated March 25, 1960			
Advance deposit			
Costs as per attached statement			
Total Cost $22,190.52			
Agreed State share 20,000.00			
Agreed City share			2,190.52
To be refunded			$2,049.46

NOTED
V. R. JONES

RECEIVED
MAR - 9 1961
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
V. R. JONES

March 7, 1961

Mrs. Fay Wilson
City Recorder
Falls City, Oregon

Dear Mrs. Wilson:

Final costs have just become available for the costs of the Special City Allotment project on Mitchell Street, and as per the attached statement, there is a refund of $2,049.48 now due the city. A check in this amount will be forwarded to you in the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. C. Swenson
County and City Relations Engineer

HCA:ph
Encl.

RECEIVED
NOV 29 1960
FOR FILING

5685

November 29, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5685 for grading-paving Mitchell Street in Falls City, Polk County, was completed by the contractor, Warren Northwest, Inc., on September 20, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $58h.01 will be released to the contractor on or after December 8, 1960. The total contract amount is $19,603.16, of which amount $136.07 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

cc: Warren Northwest, Inc.,
P. O. Box 5072
Portland, Oregon

RECEIVED
OCT 26 1960
FOR FILING
327 - 1711
5685

October 25, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5685 for grading-paving Mitchell Street in Falls City, Polk County.

This payment, in the amount of $1,894.05, will be released to contractor on or after November 4, 1960. The retained percentage is $584.01.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co. Inc.,
603 Panama Bldg.,
Portland, Oregon

Form E-1—(Rev.)-

327-1711

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 24, 1960

Section Falls City (Mitchell Street)

Highway City Street County Polk

Contractor Warren Northwest Inc.

Date of contract April 28th, 19 60

Date work started May 26th, 19 60

Project authorization $23,493.94

Exclusive of engineering $21,823.26

Kind of work Grading & Paving

Section prefix 327-1711

Contract number 5685

Specified work days 85 Beg. 5-8-60

Work days used 85

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $20,203.48

Estimated per cent overrun or underrun . . . . . -7.4 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,670.68

Engineering cost to date $ 1,400.00, 83.8 %

Date project was completed Sept. 20, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%		100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project Complete FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1960
NOTED-- CE ACE ACE COE

Note.
M. N. Juve

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

Signed L.L.MacIntyre Res. Eng.

Address 1101 N. Pacific Hwy. Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.34	0.34			0.34
Miles partially completed	0.34	0.34			0.34
Miles completed	0.34	0.34			0.34
Total estimated quantities (contract)	1920 yds	2,570 yds			800 tons
Total quantities corrected to date	2,070 yds	2,400yds			750 tons
Estimated quantities moved or placed to date	2,070 yds	2,400yds			750 tons
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			3		
Men			2		
Supervision			1		
Men and trucks under 3 tons			1	Post hole auger	
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Overcast & rain		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Overcast		
Friday	Overcast		
Saturday			

FORM S-183

RECEIVED
JUN - 7 1960
FOR FILING
327-1711

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5685, awarded April 28, 1960, for grading-paving Mitchell Street in Falls City, Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

NOTED
V. R. JO...

NOTED
C. G. SWENSON

May 3, 1960

Mrs. Fay Wilson
City Recorder
Falls City, Oregon

NOTED
H. S. COX

NOTED
Harold C. Ayers

Dear Mrs. Wilson:

This will acknowledge receipt of Falls City's check in the amount of $4,240 covering the City's share in the cost of the Special City Allotment project on Mitchell Street.

On April 28 the Highway Commission awarded contract no. 5685 to Warren Northwest, Inc. Enclosed for the City's records is a copy of the contract and plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm
Encl.

NOTED
JOHN D. GRAHAM

RECEIVED
MAY 6 - 1960
FOR FILING
227-1711
5685

April 28, 1960

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 accepted your proposal for the Falls City (Mitchell Street) grading and paving project in Polk County for the sum of $20,783.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5685.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired, otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 28, 1960

Warren Northwest, Inc.
9860 N.E. Hancock Drive
Portland, Oregon

Contract for Falls City, Mitchell Street, grading and paving project, Polk County, for which you submitted low bid on April 19, 1960 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Confirmation
Accounting (5003-900)
Files
Lee Gatlin

Salem, Oregon
April 27, 1960

Advance Deposit
City of Falls City

Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

The check you telephoned about this morning in the amount of $4,240 represents the city's share in the estimated total cost for the Special City Allotment project on Mitchell Street in Falls City.

John D. Graham
County & City Relations Office Engineer

JDG:mm

RECEIVED
MAR 29 1960
FOR FILING

March 29, 1960

Fay Wilson, City Recorder
City Hall
Falls City, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Falls City a fully executed copy of an agreement between the State Highway Commission and the City of Falls City covering the Special City Allotment project on Mitchell Street in Falls City.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
MAR 30 1960
FOR FILING

Salem, Oregon
March 29, 1960

Sp. State Hy. St. Funds #112

Special City Allotment Project
Falls City

Mr. C. C. Swenson
Engineer, City & County Relations
O f f i c e

Attached is a conformed copy of an agreement with the City of Falls City covering the Special City Allotment project on Mitchell Street in Falls City.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Falls City, Oregon.

Secretary

rm
Attach: 1

FORM E-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Special City Allotment Project
Falls City

Attached are three copies of an agreement covering the Mitchell Street project in Falls City. Two copies have been signed by the appropriate officials and, after having received your signature of approval, are ready to present to the Highway Commission.

The project was approved by the Commission 12/16/59.

H. C. Ayers

H. C. Ayers
Field Engineer, County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

RECEIVED
MAR 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY Commission
DATE 12-16-59 Min Page 16
Floyd Query
Secretary

Falls City (Mitchell 31) Sect[illegible]

Grading and Paving

NOTED
Harold C. [illegible]

NOTED
V R IONES

Item No	Items	ESTIMATE Quantity	June 3/14/60 Unit Price	Amount
1	Clearing and Grubbing	All Specified		$500.00
2	Drainage Excavation, Unclassified	44 Cu Yds	4.00	176 -
3	General Excavation, Unclassified	1920 " "	1.00	1920 -
4	Finishing Roadbed and Slopes	0.34 Mile	500.00	170 -
5	12-inch Concrete Pipe	330 Lin Ft	2.50	825 -
6	Concrete Inlets, Type G	1 Only	200.00	200 -
7	Metal Guardrail	100 Lin Ft	3.25	325 -
8	Coarse Crushed Material in Base	1900 Cu Yds	3.25	6175 -
9	3/4"-0 Material in Base	670 " "	3.50	2345 -
10	Sprinkling	70 M Gals	3.00	210 -
11	Class "B" Asphaltic Concrete	600 Tons	12.00	9600 -
				$22,446 -

Anticipated Items

Flagging (Shakshare)	100.00		100 -
			22,546 -
		12½%	2818.25
			25,364.25

NOTED
C. G. SWENSON

RECEIVED
MAR 15 19[illegible]
COUNTY [illegible]

NOTED
Harold C. Ayers

NORMAN DAVIS
Mayor

FAY WILSON
Recorder

CITY OF FALLS CITY

FALLS CITY, OREGON

March 3, 1960

NOTED
V. R. JENTS

NOTED
C. G. SWENSON

NOTED

Mr. C. G. Swenson, Engineer,
County and City Relations Division,
c/o State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

This letter is sent relative to a conversation on the telephone we had today, and it concerns a strip of property bordering the street (Mitchell Street) that will be improved. This strip of property is a part of the city park property and owned by the city. After consulting the Mayor we are glad to permit the state to take any part of that bordering property to widen the road properly. We are placing this letter on file, and relieve the State Highway Department from any liability.

Very truly yours,

Fay Wilson

Recorder

RECEIVED
MAR 4 1960

NORMAN DAVIS
Mayor

FAY WILSON
Recorder

CITY OF FALLS CITY

FALLS CITY, OREGON

February 23, 1960

NOTED
V R. JONES

NOTED
C. G. SWENSON

NOTED
Harold S. Ayers

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. Harold Ayers

Dear Mr. Ayers:

At the special council meeting called by Mayor Norman Davis on February 19, 1960, it was agreed by the quorum present to pay any additional cost in addition to the $20,000.00 allowed by the State Highway Department for the paving to be placed on Mitchell Street in Falls City, Oregon. The city will be prepared to pay the necessary amount when the bids are let.

Mr. Davis and I both felt the council would be agreeable and anxious for the project.

Very truly yours,

Fay Wilson

Recorder

NOTED
JOHN D. GRAHAM

RECEIVED
FEB 29 1960

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FEB 11 1960
FOR FILING

2-8-60

LOCATION PROSPECTUS
FOURTH STREET-SOCIALIST VALLEY ROAD SECTION
MITCHELL STREET, FALLS CITY
POLK COUNTY

The following prospectus is submitted concerning the above mentioned section of Mitchell Street in Falls City. The overall length of the project is 0.32 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on existing alignment.

The typical section will consist of a 22-foot traveled way with 2-foot to 4-foot shoulders. The tentative base design is:

Over existing roadway:

Paving, Base and Wear	3" A.C.
Top Course, Base	3" 3/4"-0 Crushed
Total	6"

New Work:

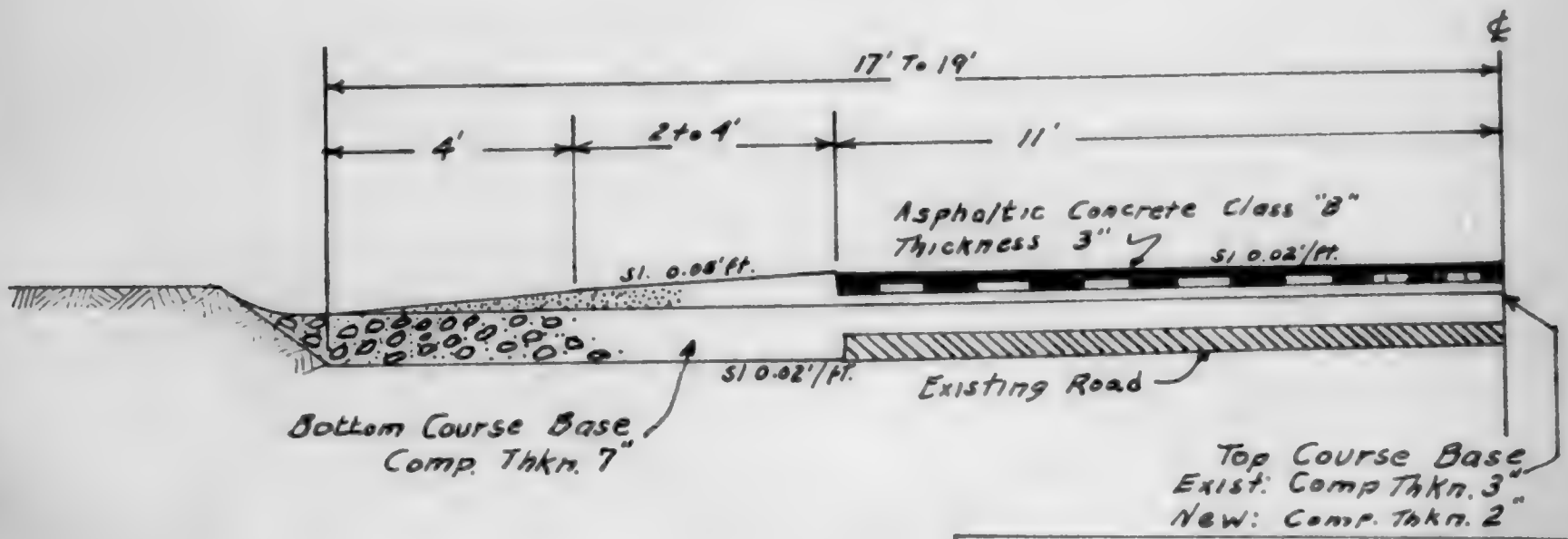
Paving, Base and Wear	3" A.C.
Top Course, Base	2" 3/4"-0 Crushed
Bottom Course, Base	7" Coarse Crushed
Total	12"

Final agreements with the city will be necessary.

February 8, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
L. L. MacIntyre
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright



Proposed Typical Half Section & Base Design

PROSPECTUS SKETCH MAP

Improvement of Mitchell Street

FALLS CITY

POLK COUNTY

L.L. MacIntyre Res. Eng.

January 1960

NOTED
C. G. SWENSON

December 18, 1959

Mrs. Fay Wilson
City Recorder
Falls City, Oregon

Dear Mrs. Wilson:

On 12/16/59, the State Highway Commission approved the City's request for a construction project on Mitchell Street from 4th Street to the Socialist Valley Road under provisions of the Special City Allotment fund act.

The project was approved on the basis that the City pay all costs in excess of $20,000. The present estimate is $22,600. You will be advised when a more firm engineering estimate is received.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm

Falls City.

Investigated Condition & use of Mitchell Street in Falls City - is generally in poor condition roads narrow in spots - Carries very heavy unusual traffic - logging + traffic to reed rodeo station. should be widened and paved. City has had one previous project.

Average 25' in width appears to have good natural base -

H.C.L.

FALLS CITY

Scale: 1"=800'

Average width 25'

Radar Station

25'
3 lines
3.ac.
6" tile pipe
7"
2"
3"
1"

50' PW
Socialist Valley Road
?

COUNTY RD. To Valsetz
CHAMBERLAIN
1ST AVE.
2ND AVE.
WEST BLVD.
BRIDGE
CHURCH ST.
CENTRAL BLVD.
LEWIS ST.
LOMBARD ST.
CO. RD.
CLARK ST.
SHELDON ST.
CO. RD.
EAST AVE.
RIVER
HOPKINS AVE.
TICE AVE.
PARRY ROAD
THOMPSON AVE.
MERTON ST.
CAMERON ST.
PARRY ST.
FAIRVIEW ST.
MONTGOMERY ST.
TERRACE ST.
LITTLE LUCKIAMUTE
COUNTY RD. To Black Rock
S.P.&S.R.R.
MITCHELL
CO. RD.
PARK ST.
10TH ST.
9TH ST.
8TH ST.
7TH ST.
6TH ST.
5TH ST.
4TH ST.
3RD ST.
S. MAIN ST.
MILL ST.
DAYTON ST.
1ST ST.
ALDER ST.
WOOD ST.
EAST ST.
CO. RD.
BOUNDARY
N. MAIN
PINE ST.
MONTGOMERY ST.
PROSPECT AVE.
FAIROAKS ST.
BRYANT ST.
ALAN ST.
To Dallas
ST. COUNTY RD.

0.32

17 | 16
20 | 21

Jay Wilcox

31

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PROPOSED PROPOSED

NOTED
Harold C. Ayers

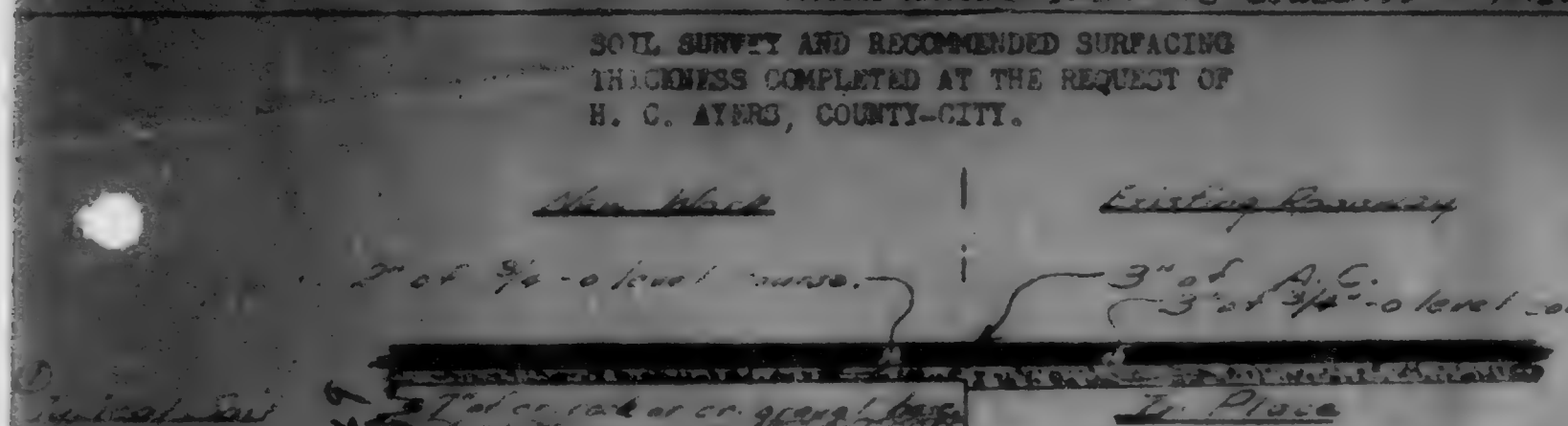
NOTED
C. G. SWENSON

Highway Falls City - City Limit County Polk Proj. No.

Length of Project Miles. Sta. to Sta. Date 6-11-49

TYPICAL SECTIONS Traffic Classif. - Medium (Logging area)

SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS COMPLETED AT THE REQUEST OF H. C. AYERS, COUNTY-CITY.



Typical Soil
37 LL
4 PI
5 % Pass
24 Sand
42 Silt
25 % Clay

6-11-49

Required Base & Rock		Designed Base		
Crushed	Not Crushed	Exist. Surf. Allow.	New	
	12			
	3			A.C Level
	6			
	12			

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. ¾ Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI
Suitable material sources to be determined by the Engineer.										
* West of Ballston	48302	2.71	Gravel	3"	58.0	29.3	- -	- -	- -	-

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [redacted]

Recommended by [redacted]
Construction Engineer

Recommended by [redacted]

Approved by [redacted]
Deputy State Engineer

4-6-59

RECEIVED
APR 6 1959
ENGINEER
COUNTY & CITY RELATIONS

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Falls City is an incorporated city of the State of Oregon, and has a population of 853, as given by the latest official census, and

WHEREAS, the following streets of said city, Falls City

Mitchell Street beginning at the intersection of North Main and 4th Street to City limits.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Mitchell Street beginning at the intersection of North Main and 4th Street to City limits.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Falls City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ray Wilson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of April, 1959.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Falls City at a regular or special meeting of said Council, held on the 6th day of April, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 6th day of April, 1959.

Ray Wilson
City Recorder

FALLS CITY

Scale: 1"=800'

329-1707 Tillamook (4th St. & Ocean Way) Grad. & Pav. 1960

#5686

Sp. State Tax Street Fund 10

-1960 proj-

OREGON STATE HIGHWAY DEPARTM

INVOICE

ED
H. S. COX
NOTED

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/20/60	ee 696		329-1707-295

INVOICE NUMBER

67826

City of Tillamook
Tillamook, Oregon

Attn: H. S. Paulson, City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
H. C. Avers

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: City share of cost of Fourth Street and Ocean Way crubing, bacing, and paving project covered by agreement dated March 21, 1960			
Advance deposit			$2,000.00
As per attached statement:			
Total cost		$14,874.24	
Agreed State Share (Entire cost less concrete curbs)		12,812.16	
Agreed City Share (Cost of concrete curbs)			2,062.08
Balance due			$ 62.08

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DEC 23 1960
ENGINEER
COUNTY & CITY RELATIONS
By

ACKNOWLEDGED REQUEST

A 150 (REVISED 7-60)

Form A-101—10M—

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED Harold C. Ayers
NOTED H. S. COX
NOTED C. G. SWENSON

Address invoice to:

City of Tillamook
Tillamook, Oregon

Attention of H. S. Paulson, City Manager

Request No. (assigned by staff engineer or head of division) cc-656

Date 12/19/60

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City share of cost of Fourth Street and Ocean Way curbing, basing, and paving project covered by agreement dated March 21, 1960.

NOTED JOHN D. GRAHAM

Advance deposit $2,000.00

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		As per attached statement:		
		Total Cost $14,894.24		
		Agreed State Share (Entire cost less concrete curbs) 12,812.16		
		Agreed City Share (Cost of concrete curbs)		2,082.08
		BALANCE DUE FROM CITY		$ 82.08

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? . . . . . $ 2,000.00

Is this a partial or final request for billing? final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution: 329-1707-295

Submitted by: H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

SPECIAL CITY ALLOTMENT PROJECT
CITY OF TILLAMOOK
FOURTH STREET & OCEAN WAY

CONTRACT NO. 5686 December 19, 1960

PAYMENTS TO CONTRACTOR:

	Item	Quantity		@	Total
1.	Removal of concrete & masonry	All		$--	$ 500.00
2.	Drainage excavation	207.84	c.y.	4.00	831.36
3.	General excavation	1185.1	c.y.	1.20	1,422.12
4.	8" sewer pipe	159.0	l.f.	1.75	278.25
5.	12" sewer pipe	309	l.f.	2.80	865.20
6.	Extra for pipe under pavement	43	l.f.	5.75	247.25
7.	Concrete inlets, type G	3	only	138.00	414.00
8.	Adjust manholes	2	only	50.00	100.00
9.	Concrete curbs	18.59	c.y.	112.00	2,082.08
10.	Concrete walks and aprons	19.33	sq. yd.	5.15	99.55
11.	Coarse crushed material	628	c.y.	4.25	2,669.00
12.	3/4"-0" material in base	155	c.y.	4.85	751.75
13.	Sprinkling	3.45	M/gal.	8.00	27.60
14.	Class B asphaltic concrete	272.2	tons	10.00	2,722.00
	Cement adjustment	6.72	bbls.	4.61	30.98
	Flagging				14.40
	Subtotal, Contract Items				$13,055.54
	Engineering & Contingencies				1,221.27
	Survey				617.43
	Total Cost				$14,894.24
	Agreed State Share (Entire cost except concrete curbs)				$12,812.16
	Agreed City Share (Cost of concrete curbs)				$ 2,082.08
	City's Advance Deposit				2,000.00
	BALANCE DUE FROM CITY				$ 82.08

HCA:mm

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SEP 30 1960
FOR FILING
329 170
5686

September 28, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5686 for grading-paving 4th Street and Ocean Way in Tillamook, Tillamook County, was completed by the contractor, Calkins Crushing Co., on July 13, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $391.23 will be released to the contractor on or after October 8, 1960. The total contract amount is $13,055.54, of which amount $14.40 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
AUG 12 1960
FOR FILING

329-1707

5684

August 11, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Calkins Crushing Co., on contract #5686 for grading-paving 4th Street and Ocean Way in Tillamook, Tillamook County.

This payment, in the amount of $1,271.35, will be released to contractor on or after August 22, 1960. The retained percentage is $391.23.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Form E-1—(Rev.)—

329-1707

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 29, 19 60

Section Tillamook (4th St. & Ocean Way)

Highway City Streets County Tillamook

Contractor Calkins Crushing Co.

Date of contract April 28, 19 60

Date work started May 11, 19 60

Project authorization $ 15,746.06

Exclusive of engineering $ 14,626.34

Engineering authorization $ 1,119.72

Engineering cost to date $1,119.72, 100 %

Kind of work Grading & Paving

Section prefix 329-1707

Contract number 5686

Specified work days 75

Work days used 32

Per cent of time elapsed 43 %

Estimated cost of completed project, exclusive of engineering $ 13,055.54

Estimated per cent ~~overrun or~~ underrun 10.0 %

Per cent of contract completed, based on estimated cost 100 %

Date project was completed July 13, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	~~STRUCTURES~~ Curbs	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final delivered to Division Office on Friday.

FINAL REPORT

NOTED
JOHN R. OAKES

RECEIVED
AUG 1 1960
NOTED

C. L. PAULSEN

Signed E. J. Hall Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.07	0.07			0.07
Miles partially completed					
Miles completed	0.07	0.07			0.07
Total estimated quantities (contract)	1,170 C.Y.	840 C.Y.			350 T
Total quantities corrected to date	1,185 C.Y.	783 C.Y.			272 T
Estimated quantities moved or placed to date	1,185 C.Y.	783 C.Y.			272 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

FORM E-123

RECEIVED
JUN - 7 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

329 1707

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Calkins Crushing Co.,
Oceanlake
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5686, awarded April 28, 1960, for grading-paving 4th St. & Ocean Way in Tillamook, Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

NOTED
V R JONES

NOTED
C. G. SWENSON

May 3, 1960

NOTED
H. S. COX

Mr. H. S. Paulsen
City Manager
Tillamook, Oregon

NOTED
H. C. Ayers

Dear Sir:

We have received the City's check in the amount of $2,000 covering the anticipated cost of concrete curbs on the Special City Allotment project on 4th Street and Ocean Way.

On April 28 the Highway Commission awarded Contract No. 5686 to Calkins Crushing Company of Oceanlake. Enclosed is a copy of the contract and plans for your information and records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm
Encl.

NOTED
JOHN D. GRAHAM

MAYOR
LOREN D. MCKINLEY

COUNCILMEN
FRANK R. GRIFFITHS
DONALD R. SUTTON
CHAS. D. BAILEY
EDWIN C. KIEKHAEFER
RICHARD J. DENTEL
D. H. BALSILLIE

TILLAMOOK CITY
TILLAMOOK, OREGON

CITY RECORDER
GENEVA GATENS

CHIEF OF POLICE
PHILIP S. AVERILL

CITY ATTORNEY
WARREN A. MCMINIMEE

CITY MANAGER
H. S. PAULSON

April 25, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention Mr. C. G. Swenson

Dear Sir:

Inclosed is Tillamook City check for $2,000.00 to cover the cost of concrete curbs for the special City allotment project on Fourth Street and Ocean Place.

Very truly yours,

H. S. Paulson

HSP:t

City Manager

RECEIVED
APR 27 60

RECEIVED
MAY 6 - 1960
FOR FILING
329-1707
5286

April 28, 1960

Collins Crushing Company

Oceanlake, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 accepted your proposal for the Tillamook (4th Street and Ocean Way) grading and paving project, Tillamook County, for the sum of $13,896.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

These conditions have now been satisfied and the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. The project has been assigned Contract No. 5686.

This letter confirms my wire to you of this date. Contract forms are now being prepared and will be mailed to you shortly for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired, otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 28, 1960

Calkins Crushing Company
Oceanlake, Oregon

Contract for Tillamook, 4th Street and Ocean Way, Grading and Paving Project, Tillamook County, for which you submitted low bid on April 19 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Confirmation
Accounting (5003-900)
Files
Lee Gatlin

NOTED
V. R. JONES

NOTED
C. G. SWENSON

April 21, 1960

NOTED
H. S. COX

Mr. H. S. Paulson
City Manager
Tillamook, Oregon

NOTED
Harold C. Ayers

Dear Sir:

On April 19, the State Highway Commission received bids on the Special City Allotment project on 4th Street and Ocean Way. The low bid was submitted by Calkins Crushing Company of Ocean Lake.

As per the agreement between City and State, City is to pay the cost of the concrete curbs. The City's cost of the curbs, as bid, is $2,000. Will you please forward a check made payable to the Oregon State Highway Commission in the amount of $2,000 at your earliest convenience as a contract cannot be awarded until the City's advance deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Check received
4-27-60

C. G. Swenson
County and City Relations Engineer

HCA:mm

RECEIVED
APR - 4 1960
FOR FILING

April 1, 1960

Geneva Gatens, City Recorder
City Hall
Tillamook, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Tillamook a fully executed copy of an agreement between the State Highway Commission and the City of Tillamook covering the Special City Allotment project on Fourth Street and Ocean Way in Tillamook.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Encs.

RECEIVED
APR - 6 1960
FOR FILING

Salem, Oregon
April 1, 1960

Special City Allotment Project
City of Tillamook

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: Mr. H. C. Ayers
Field Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Tillamook covering the Special City Allotment project on Fourth Street and Ocean Way in Tillamook.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Tillamook, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 32125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1960

SUBJECT: Special City Allotment Project
Tillamook

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the project on Fourth Street and Ocean Way in Tillamook. Two copies have been signed by the appropriate officials and, after having received your signature of approval, are ready to present to the Highway Commission.

The project was approved by the Commission 12/16/59.

H. C. Ayers
Field Engr., County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

RECEIVED
MAR 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59 Min. Page 16
Floyd Quenzer
Secretary

NOTED
V. R. JONES

NOTED
C. G. SWENSON

March 11, 1960

Mr. H. S. Paulson
City Manager
Tillamook, Oregon

NOTED

Dear Mr. Paulson:

Your suggestion for the widening of Third Street east of Ocean Place for a distance of approximately 50 feet has been taken up with the highway department traffic engineer and division engineer, and they have advised that they do not believe your plan would provide any great aid to the traffic at this point so we will not be able to include this in the plans for the reconstruction of Fourth Street and Ocean Way.

The grades for storm sewers will be shown on the construction plans and the curb depressions will be established on the site.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

[redacted]

cc: Val Johnson
J. D. Walker

MAYOR
LOREN D. MCKINLEY

COUNCILMEN
FRANK R. GRIFFITHS
DONALD R. SUTTON
CHAS. D. BAILEY
EDWIN C. KIEKHAEFER
RICHARD J. DENTEL
D. H. BALSILLIE

TILLAMOOK CITY
TILLAMOOK, OREGON

CITY RECORDER
GENEVA GATENS

CHIEF OF POLICE
PHILIP D. AVERILL

CITY ATTORNEY
WARREN A. MCMINIMEE

CITY MANAGER
H. S. PAULSON

March 10, 1960

NOTED
C. G. SWENSON

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention Mr. C. G. Swensen
County and City Relations Engineer

Dear Sir:

We have looked over the preliminary plans for the special city allotment project on Fourth Street and Ocean Place. They seem satisfactory except there are no grades shown for the storm sewer installation but, I imagine, they will be on the final plans. I presume that the driveway curb depressions will be established on the site during the curb construction.

The City Council would like to know if it would be possible to include in this project the widening of Third Street east of Ocean Place for a distance of approximately 50 feet. This would allow a lane for a left turn only in the center of Third Street for that distance for traffic travelling west on Third Street and wishing to turn left onto Ocean Place. At present, traffic travelling west on Third Street and wishing to turn right at the intersection must stop and wait for the left turning traffic to move when it is stopped because of east bound traffic. The City, of course, would pay for removal and replacing of the necessary curbs. Any consideration to this would be greatly appreciated.

Very truly yours,

H. S. Paulson

City Manager

HSP:g

RECEIVED
MAR 11 1960

RECEIVED
FEB 5 1960
FOR FILING

2-8-60

LOCATION PROSPECTUS
NESTUCCA AVENUE TO OCEAN WAY
AND
FOURTH STREET TO WILSON RIVER HIGHWAY
FOURTH STREET AND OCEAN WAY, TILLAMOOK
TILLAMOOK COUNTY

The following prospectus is submitted concerning the above-mentioned sections of Fourth Street and Ocean Way in Tillamook. The overall length of the project is 0.07 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading, drainage, and paving on existing alignment.

The typical section will consist of a 40-foot curbed street section. The approved base design by G. L. Decker is:

Paving, Base, and Wear	3" A.C.
Top Course, Base	2" 3/4"-0 Crushed
Bottom Course, Base	9" Coarse Crushed
Total Depth	14"

Final agreements with the city will be necessary.

February 8, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
E. J. Hall
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

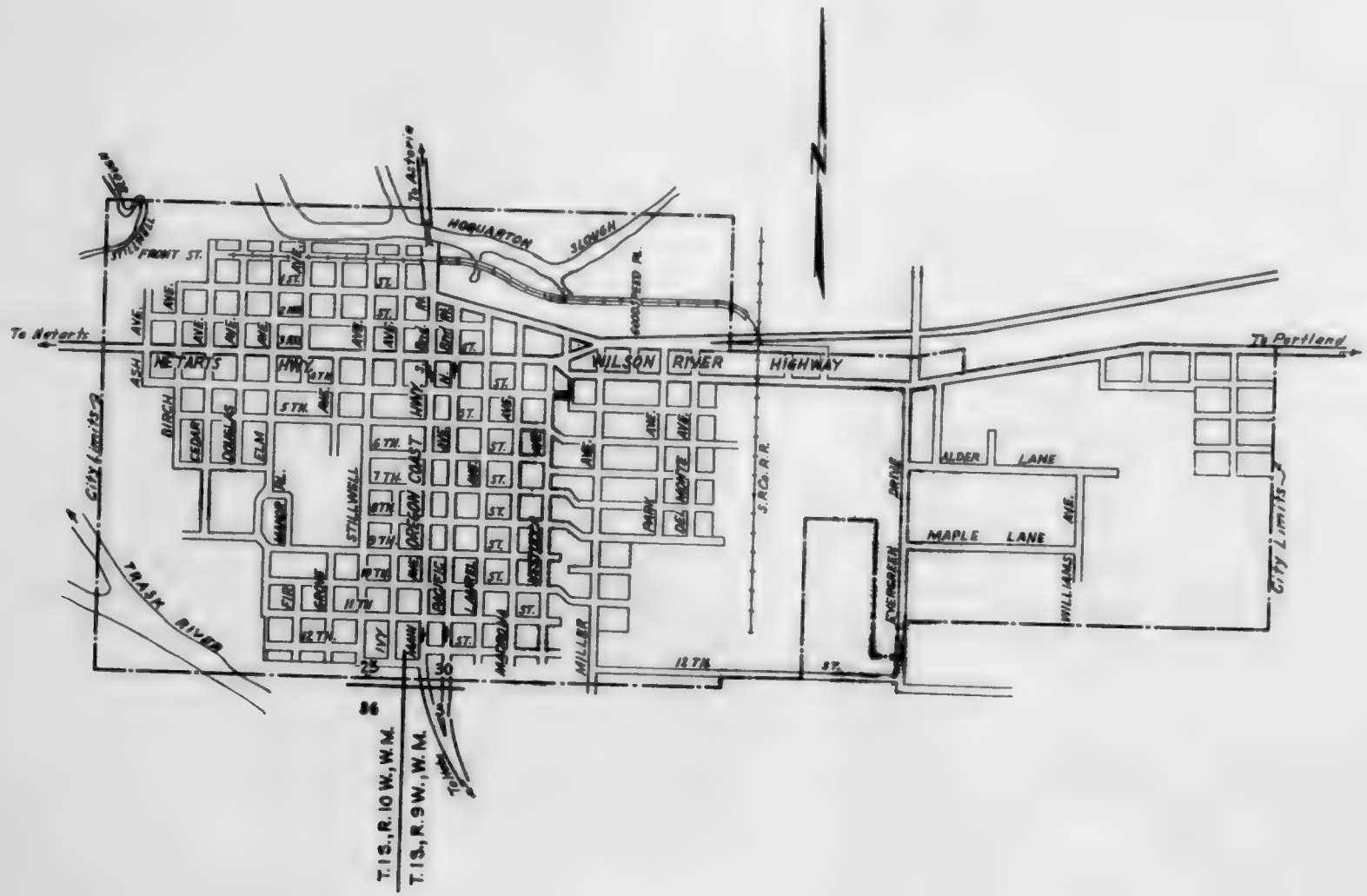
RECEIVED
FEB 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

TILLAMOOK

TILLAMOOK COUNTY

Scale in Feet

0 800 1600



3-12-56

NOTED
C. G. SWENSON

December 18, 1959

Mr. H. S. Paulson
City Manager
Tillamook, Oregon

Dear Sir:

On 12/16/59, the State Highway Commission approved the City's request for a construction project on Fourth Street and Ocean Way under provisions of the Special City Allotment fund act.

This project was approved on the basis that the City pay the cost of the curb construction. You will be contacted in the near future to work out details of the project and negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By: C. G. Swenson
County and City Relations Engineer

HCA:mm

3rd request - 1960 Hwy

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PROPOSED PROPOSED

Section Ocean Place 4th St. Highway Tillamook City St. County Tillamook Prefix

Proj. Engr. Length of Project Miles. Bus. to Sta. Date 6-15-59

59

TYPICAL SECTIONS Traffic Classif. - Medium

SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS COMPLETED AT THE REQUEST OF H. C. AYERS, COUNTY - CITY.

D Typical Soil

75 #4
14 PI
87 #10 P.200
58 % Silt
29 % Clay
16 K Value

6-15-59

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow	New Work
			3
			2
			4
14			14

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Nom. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer											

RECEIVED JUN 15 1959 COUNTY ROADS

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by L. F. Ueber, State Materials Engr.

Recommended by [redacted]
Construction Engineer

Recommended by C. J. Hagine
Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

W. S. Paulsen 6-1-59

Joe Gately says
Grant Court
1210 est.

TILLAMOOK
TILLAMOOK COUNTY
Scale in Feet
0 800 1600

5-12-59

FORM E-30 50M 11-58 15080

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1959

RECEIVED
MAR 11 1959
ENGINEER
COUNTY & CITY RELATIONS

SUBJECT: Assignment 387-PMS
North Tillamook Hospital District

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
O f f i c e

NOTED
C. G. SWENSON

Last Wednesday, March 4, John Bond and I contacted Oren Campbell of the North Tillamook Hospital District Committee and advised him the State Highway Commission had no legal authority to use State Highway funds on hospital access roads such as requested in their February 25 letter.

The hospital is located in Wheeler on the south side of Rowe Street 0.15 mile easterly of the Oregon Coast Highway. This street is quite steep with a 14-foot oiled surface, which is in fair condition. Residences and a retaining wall close to the top of cut banks and toe of fill slopes makes widening as well as horizontal curve modification an expensive matter. Reconstruction would not relieve the grade.

Wheeler has a population of 290. A request for reconstruction of Rowe Street plus portions of Hall and Third Street to form a loop off the highway as shown on the attached sketch has been denied by the Highway Commission for each of the past three years. Mr. H. C. Ayres, County and City Relations office, estimates reconstruction of this 9-block loop at $80,000.00. A picture is also attached.

Mr. Campbell was not advised of the City of Wheeler's several requests for reconstruction of Rowe Street, as this was not known until after returning and checking the files. I would recommend the District be advised reconstruction of Rowe Street has been considered under the $250,000.00 city allotment for city streets not a part of the highway system which are receiving excessive wear due to heavy and unusual industrial traffic or a sudden heavy increase in population in the area and that although taking in account the hospital's location the requests were turned down, as investigation and inspection did not disclose excessive wear due to heavy and unusual industrial traffic or a sudden heavy increase in population in the area.

J. D. Walker
Division Engineer

By G. W. Wimer

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. C. G. Swenson

RECEIVED
JAN 21 1959

1-19-59

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Tillamook is an incorporated city of the State of Oregon, and has a population of 4250, as given by the latest official census, and

WHEREAS, the following streets of said city, Fourth Street between

Nestucca Avenue and Ocean Place; and Ocean Place between Third Street and Fourth Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Fourth Street from the West curb line of Nestucca Avenue to the East curb line of Ocean Place; and, Ocean Place from the South curb line of Third Street to the North curb line of Fourth Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Tillamook does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate H. S. Paulson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 19th day of January, 1959.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Tillamook at a regular ~~or special~~ meeting of said Council, held on the 19th day of January, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of January, 1959.

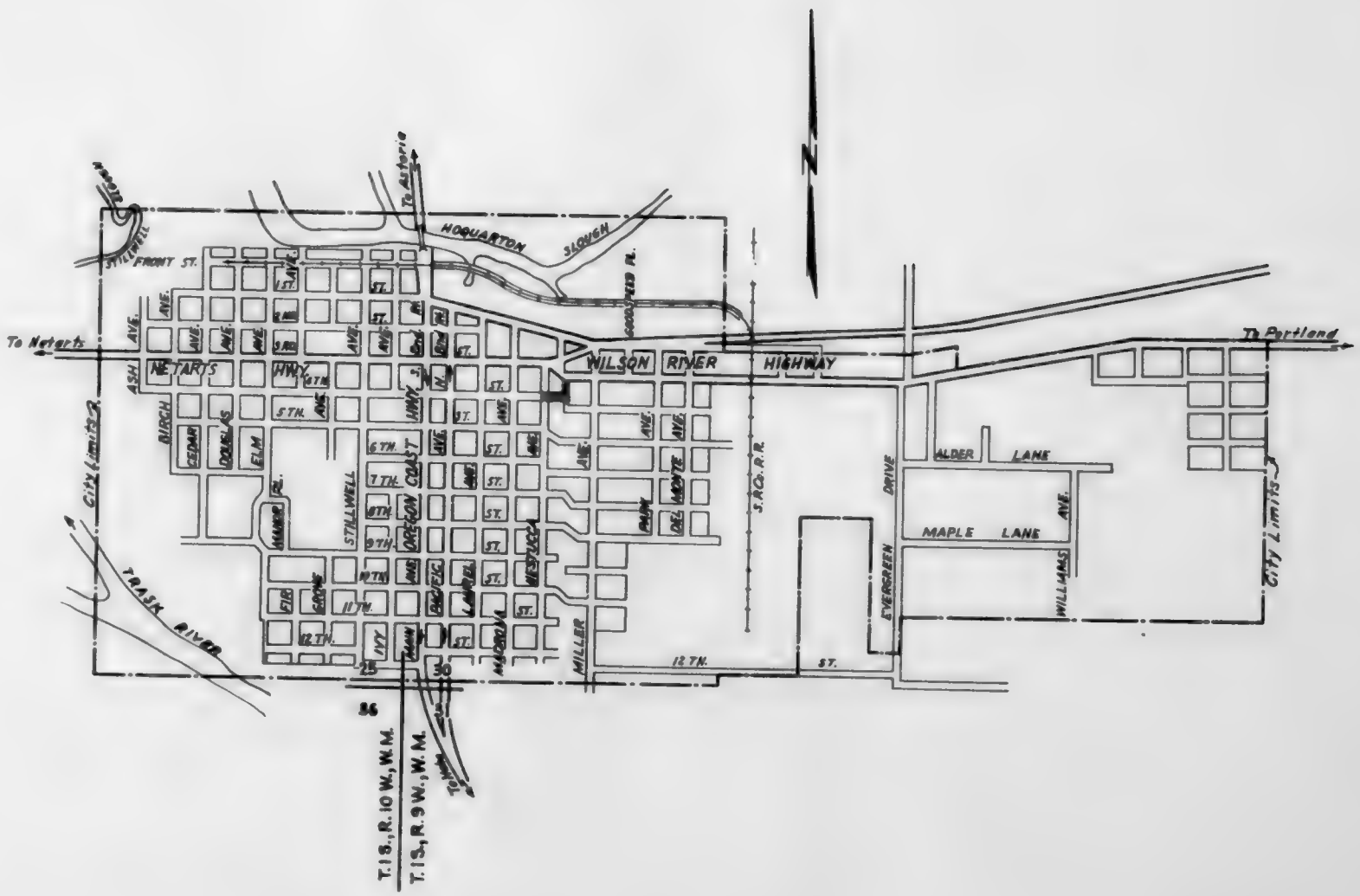
Geneva Gates
City Recorder

TILLAMOOK

TILLAMOOK COUNTY

Scale in Feet

0 800 1600



9-12-56

NOTED
V. R. JONES

250,000 Funds
Hen Corner to
Tillamook

NOTED
Harold C. Ayers

October 31, 1958

Mr. H. S. Paulson
City Manager
City Hall
Tillamook, Oregon

NOTED
JOHN D. GRAHAM

NOTED

Dear Mr. Paulson:

This is in reply to your letter of October 29 concerning the Highway Commission's action on your request to reconstruct a portion of Fourth Street and Ocean Place.

On June 2, 1958, the Traffic Division made a 24-hour traffic count on Ocean Place between the old Wilson River Highway and 4th Street. The count on that day was 126 vehicles. On June 11, 1958 another count was made at the same location which showed 104 vehicles using Ocean Place during a 24-hour period. The mechanical counters do not differentiate between light and industrial traffic but the Traffic Division estimates that approximately ten to fifteen per cent of the total traffic would be industrial traffic. This estimate is based on the experience of manual counts made on urban streets with similar conditions.

Each year the number of requests for these projects far exceeds the number of projects which can be constructed. In the investigation of these requests it is first determined if the requested project qualifies under the requirements of the law. Of those qualifying under the law, the degree of need is determined. In the event two or more projects have about the same need, then the project in the city which has had no projects or the fewest projects is given the highest consideration.

During the past eleven years (1948 to 1958 inclusive) 234 projects have been constructed or are under construction. Among the 197 cities eligible for projects under this fund, 75 cities have had none, 52 cities have had one project, 37 cities have had two projects, and 33 cities have had more than two projects. Tillamook had a project in 1948 and another in 1950.

As per your request I am enclosing a list of cities in which projects were approved for 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

2nd Request - 1959 Funds

CGS:mm
Encl.

C. G. Swenson
Engineer, County and City Relations

SPECIAL CITY ALLOTMENT PROGRAM (1959)

City	Estimated Cost		
	State	City	Total
Florence	$ 20,000	$ 9,200	$ 29,200
Brookings	20,000	5,300	25,300
Cottage Grove	16,600	--	16,600
Central Point	16,200	--	16,200
Clatskanie	20,000	400	20,400
Vale	20,000	2,500	22,500
Madras	20,000	3,800	23,800
Eagle Point	6,700	--	6,700
Glendale	20,000	2,650	22,650
Junction City	17,400	--	17,400
Elgin	20,000	6,300	26,300
Burns	19,200	--	19,200
Bandon	19,900	--	19,900
Prairie City	16,950	--	16,950
	$252,950	$ 30,150	$283,100

HCA:[redacted]
10/31/58

MAYOR
LOREN D. MCKINLEY

COUNCILMEN
FRED H. GUYTON
FRANK R. GRIFFITHS
DONALD R. SUTTON
CHAS. D. BAILEY
EDWIN C. KIEKHAEFER
RICHARD J. DENTEL

TILLAMOOK CITY

TILLAMOOK, OREGON

CITY RECORDER
GENEVA GATENS

CHIEF OF POLICE
PHILIP G. AVERILL

CITY ATTORNEY
WARREN A. MCMINIMEE

CITY MANAGER
H. S. PAULSON

October 29, 1958

RECEIVED
OCT 31 1958
ENGINEER
COUNTY & CITY RELATIONS

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention Mr. C. G. Swenson

Dear Sir:

I am surprised and disappointed to receive your letter of October 27 informing me that the State Highway Commission did not approve Tillamook City's request to reconstruct portions of Fourth Street and Ocean Place under the provisions of the Special City Allotment Fund program.

It appears that this part of the State is being discriminated against in more ways than one when it comes to the allocation of State Highway funds. Tillamook City has not received any money from the Special City Allotment Fund since 1951, whereas I have before me records which indicate that a number of cities have regularly received the maximum amount in two-year intervals.

The reason we requested this help at this time is due to the excessive traffic on this short portion of our City street system, and the reason for the excessive traffic is due to the rerouting of the east State Highway entrance to our city. There is no approach onto the new highway entrance for the numerous people who live in and outside the City east of the railroad tracks. They still have to come into town on Third Street and the majority use this street for which we are asking the aid. The traffic is both light and industrial traffic, which I do not imagine your mechanical traffic counters will differentiate between.

I hope that this decision is not final and that it will be reconsidered.

I would also like to get a copy of the traffic count which was conducted on this investigation and also a list of the cities and amounts which were approved.

Thank you.

Very truly yours,

H. S. Paulson

City Manager

HSP:g

RECEIVED
OCT 30 1958
OREGON
STATE HIGHWAY COMMISSION

October 27, 1958

Mr. H. S. Paulson
City Manager
Tillamook, Oregon

Dear Mr. Paulson:

At its October 22-23, 1958 meeting the State Highway Commission had under consideration the City's request to reconstruct portions of Fourth Street and Ocean Place under the provisions of the Special City Allotment fund program.

The Commission did not approve the City's request as an investigation and traffic count did not disclose excessive wear due to heavy and unusual industrial traffic or a sudden heavy increase in population in the area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

NCA:cg

NOTED
C. G SWE

Tillamook

With C. G. Stevenson investigated condition and use of 4th Street and Ocean Way then called on L. S. Paulsen, City manager.

The City manager based his request on the establishment of the one way Couplet in Tillamook, he stated that traffic that uses the old Wilson River Highway make a movement over this short cut 2 to 3 to reach the S West part of City, so as to keep off the one way Couplet

Investigation found a few cars making this movement but no heavy or unusual industrial traffic nor evidence of any heavy sudden increase in population in the area.

Do not believe we could legally recommend the project.

1166.

Preliminary estimate

0.06 mile - grade, base & pave 40' width

$6000.00

H.S. Paulson No. 2

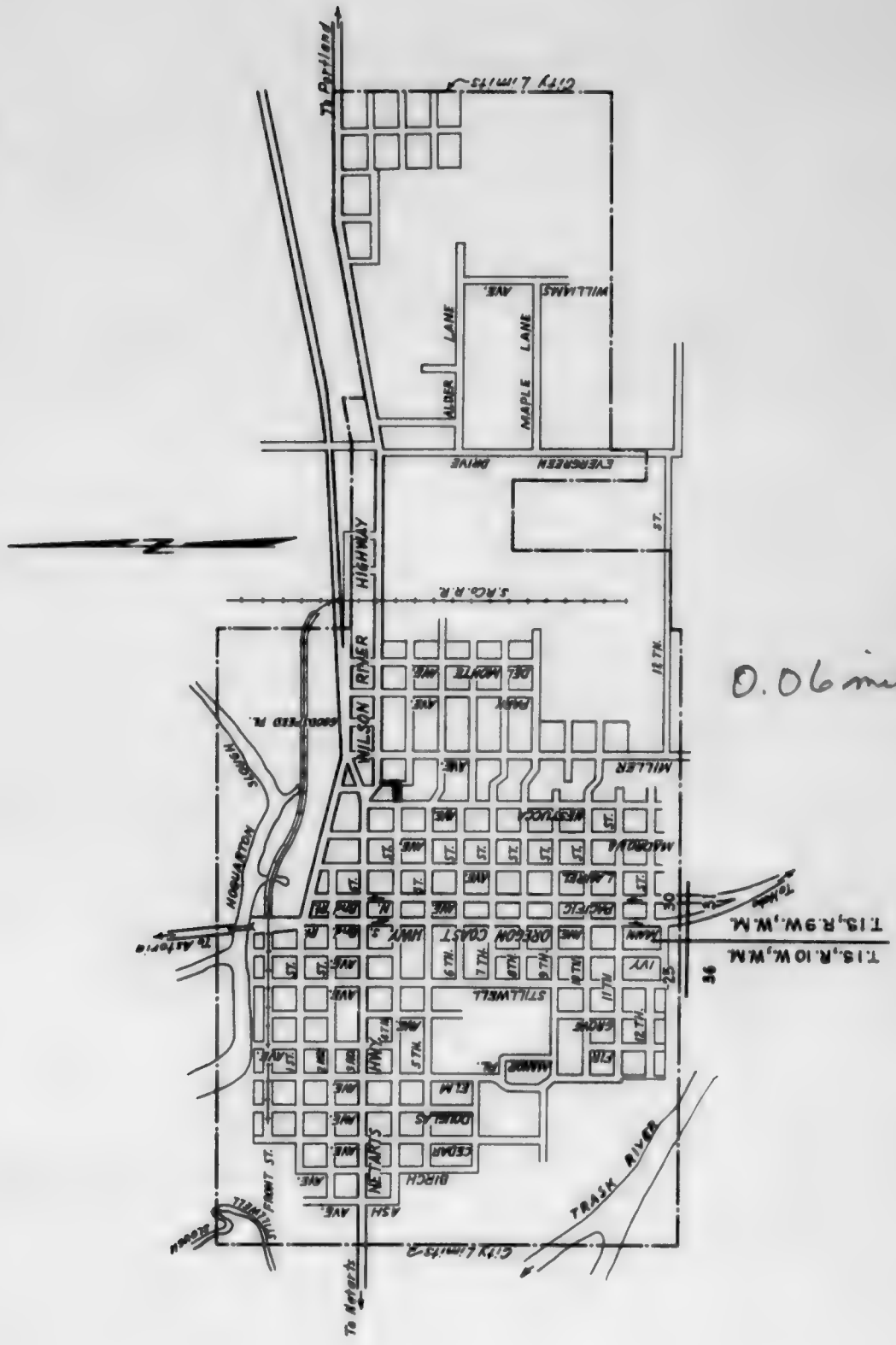
Jan 22-57
Called on City manager
40' street.

TILLAMOOK

TILLAMOOK COUNTY

Scale in Feet

0 800 1600



0.06 mile

RECEIVED
JAN 1958
ENGINEER
COUNTY & CITY RELATIONS

1-20-58

R E S O L U T I O N N O. 544.

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Tillamook is an incorporated city of the State of Oregon, and has a population of 4271, as given by the latest official census, and

WHEREAS, the following streets of said city, Fourth Street

between Nestucca Avenue and Ocean Place; and,

Ocean Place between Third Street and Fourth Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Fourth Street from the west curb line of Nestucca Avenue to the east curb line of Ocean Place; and,

Ocean Place from the south curb line of Third Street to the north curb line of Fourth Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Tillamook does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate H. S. Paulson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20th day of January, 1958.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

ATTEST: Geneva Gatens
City Recorder

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Tillamook at a regular ~~or special~~ meeting of said Council, held on the 20th day of January, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21st day of January, 1958.

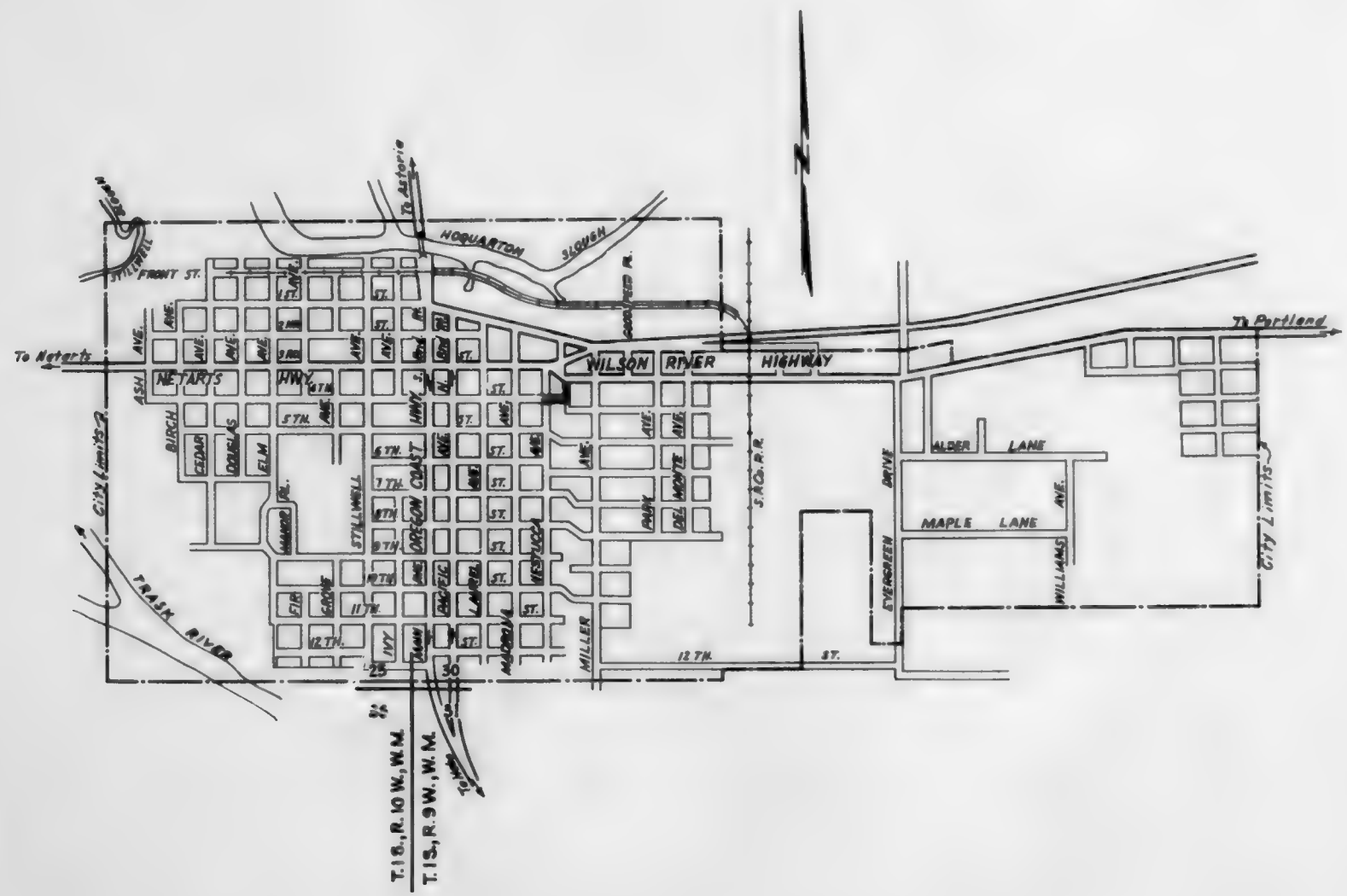
Geneva Gatens
City Recorder

TILLAMOOK

TILLAMOOK COUNTY

Scale in Feet

0 800 1600



3-12-56

MAYOR
LOREN D. MCKINLEY

COUNCILMEN
FRED H. GUYTON
FRANK R. GRIFFITHS
DONALD R. SUTTON
CHAS. D. BAILEY
EDWIN C. KIEKHAEFER
RICHARD J. DENTEL

TILLAMOOK CITY
TILLAMOOK, OREGON

CITY RECORDER
GENEVA GATENS

CHIEF OF POLICE
PHILIP G. AVERILL

CITY ATTORNEY
WARREN A. MCMINIMEE

CITY MANAGER
H. S. PAULSON

NOTED
Harold C. Ayers

January 11, 1958

Mr. Clarence G. Swesson, Engineer
County and City Relations Division
c/o State Highway Department
Salem, Oregon

Dear Mr. Swenson:

Would you please send me the necessary application forms to apply for the State Highway Funds as set forth in ORS 366.805.

Thank you.

Very truly yours,

H. S. Paulson

HSP:g

City Manager

Town Clerk
1-13-58

RECEIVED
JAN 13 1958
COUNTY

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

IN [illegible]
Harold C. Ayers

December 20, 1956

Mr. H. S. Paulson
City Manager
Tillamook, Oregon

NOTED
J. F. HALLMANN

Dear Mr. Paulson:

Your application for the improvement of Ocean Place in Tillamook, as requested by the city for construction from the 1957 Special City Allotment Fund, was considered by the State Highway Commission at its December 17-18, 1956, meeting.

Investigation of this proposed project did not disclose excessive wear, "due to heavy and unusual industrial traffic"; therefore, the State Highway Commission did not approve the proposed project for construction in 1957.

Very truly yours,

C. W. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engineer, County & City Relations

HCA:te

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

first request, 1957 fund

$250,000 ⁵⁷ Illinois 10-23-56

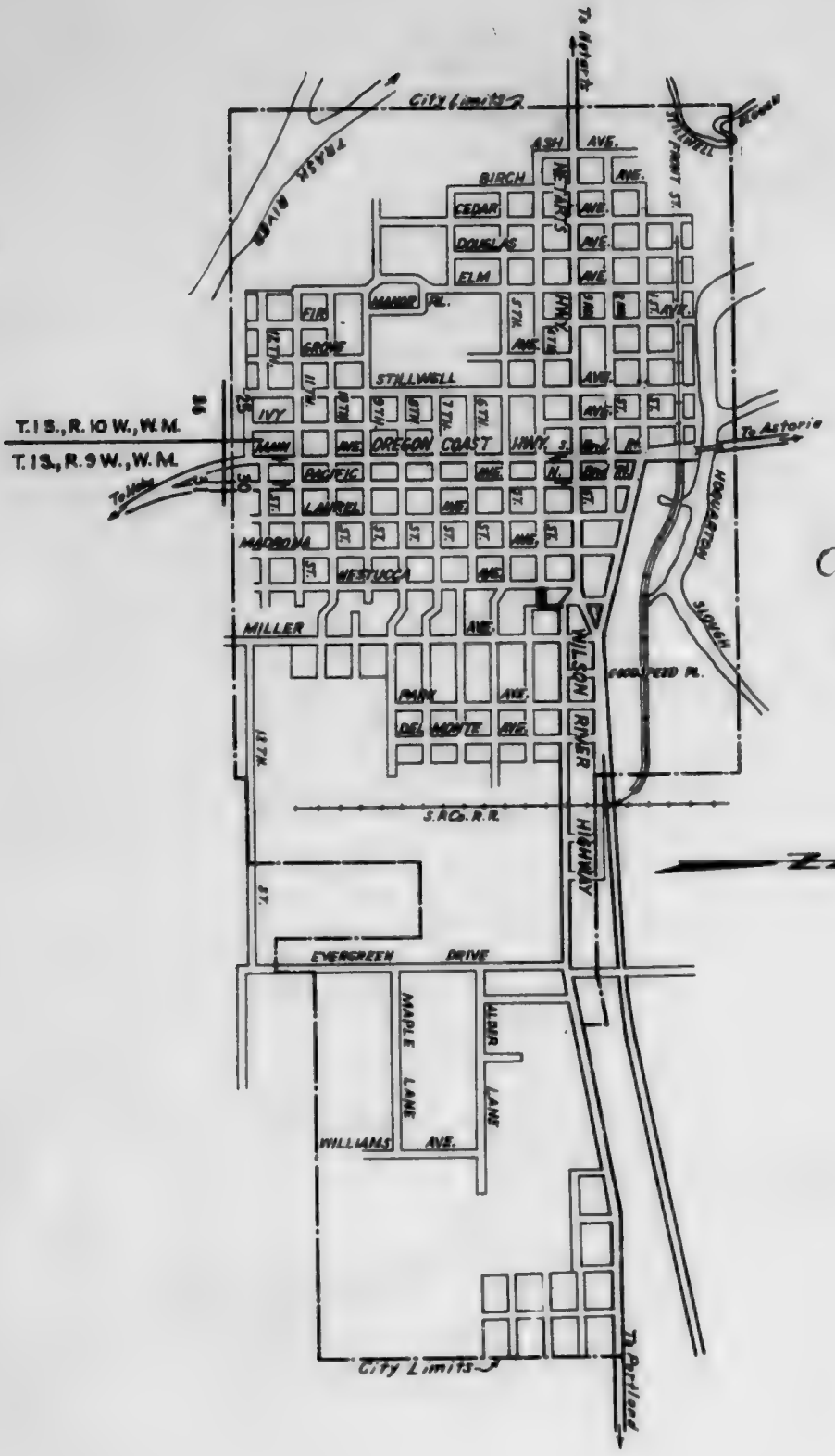
[illegible]

[illegible]

[illegible]

H. L. Paulson

55



9-5-56 - no sign for any clearance west

0.06 mile

City plans to curb 42' width

TILLAMOOK

TILLAMOOK COUNTY

Scale in Feet

0 800 1600

9-12-56

9-5-56

56-147

Tillamook

4th St from Ocean Blvd looking Westerly

9-5-56

RECEIVED
JUL 31 1956
ENGINEER
COUNTY & CITY RELATIONS

7-23-56

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Tillamook is an incorporated city of the State of Oregon, and has a population of 4,271, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

Fourth street between Nestucca Avenue and Ocean Place.

Ocean Place between Third Street and Fourth Street.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Fourth Street from the West curb line of Nestucca Avenue to the East curb line of Ocean Place.

Ocean Place from the South curb line of Third Street to the North curb line of Fourth Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Tillamook does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate H. S. Paulson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 23rd day of July, 1956.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Tillamook at a regular or special meeting of said Council, held on the 23rd day of July, 1956, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 25 day of July, 1956.

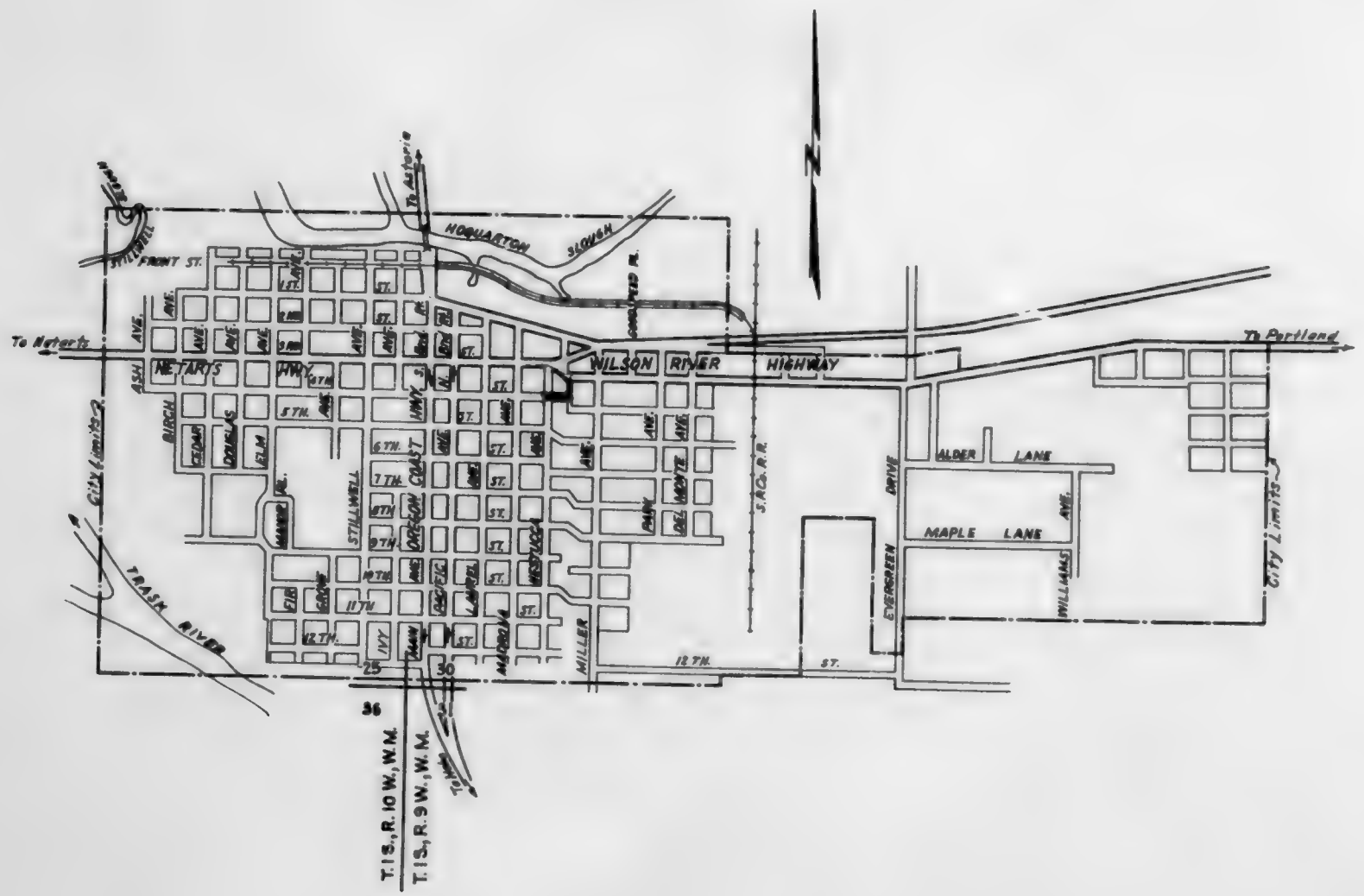
Geneva Gatens
City Recorder

TILLAMOOK

TILLAMOOK COUNTY

Scale in Feet

0 800 1600



9-12-56

24-1050 Hubbard Truck Scale Site on Pac. Hwy. E. (Grad. & Pav.) 1960

#5687

RECEIVED
OCT 12 1960
FOR FILING

October 12, 1960

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5687 for grading-paving the Hubbard Truck Scale Site on Pacific Highway East in Marion County was completed by the contractor, Salem Black Top Paving Co., on August 10, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $944.59 will be released to the contractor on or after October 22, 1960. The total contract amount is $31,584.08, of which amount $97.81 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

24: 1050

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 3, 19 60

Section HUBBARD TRUCK & SCALE SITE

Highway PACIFIC County MARION

Contractor SALEM BLACK TOP PAVING CO

Date of contract April 28, 19 60

Date work started May 16, 19 60

Project authorization . . . . . $ 39,902.18

Exclusive of engineering . . . . $ 37,064.69

Kind of work GRADE & PAVE

Section prefix 24-01050

Contract number 5687

Specified work days 70

Work days used 43

Per cent of time elapsed 61 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 37,064.69

Estimated per cent overrun or underrun . . . . . %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 2837.49

Engineering cost to date $ 2751.94, 97 %

Date project was completed August 10, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed. Submitted semifinal estimate August 30, 1960.

FINAL REPORT.

CONSTRUCTION DIVISION
RECEIVED
SEP 6 1960
NOTED

NOTED

Note
M. N. Juve

Signed Arthur Duff

Address 214 Laboratory Building, Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.38	0.38			0.38
Miles partially completed					
Miles completed	0.38	0.38			0.38
Total estimated quantities (contract)	3400 cy	6400 cy			1100 ton
Total quantities corrected to date	3991.2 cy	5238 cy			1007.16 ton
Estimated quantities moved or placed to date	3991.2 cy	5238 cy			1007.16 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 15 1960
FOR FILING

24-1C 3
5687

September 15, 1960

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Salem Black Top Paving Company on contract #5687 for grading-paving the Hubbard Truck Scale Site Section of Pacific Highway East in Marion County.

This payment, in the amount of $9,903.04, will be released to contractor on or after September 26, 1960. The retained percentage is $994.59.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

FORM S-129

RECEIVED
JUN 7 1960
FOR FILING
24-1050

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5687

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 7, 1960

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Salem Black Top Paving Co.,
1815 22nd St. SE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5687, awarded April 28, 1960, for grading-paving the Hubbard Truck Scale Site on Pacific Highway East in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
APR 25 1960
FOR FILING
21 1050
E 6 27

April 22, 1960

Salem Black Top Paving Co.
1815 - 22nd Street, S. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 accepted your bid in the amount of $34,643.60 for grading and paving at the Hubbard Truck Scale Site on the Pacific Highway East in Marion County, which was the low bid received for that job on March 29, 1960.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

324-1712 Woodburn (Cannery St.) 1960
Grad. & Pav. Proj.
#5688

Sp. St. Int.
Steel Fund
135

-1960 proj-

OREGON STATE HIGHWAY DEPART

INVOICE

NOTED
C G SAWTON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/20/60	co 655		NOTED 324-1721-505 OX

NOTED
Harold C. Ayers

INVOICE NUMBER

67825

City of Woodburn
Woodburn, Oregon

Attn: Mark H. Thompson, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: City's share of cost of Cannery Street curbing, basing, and paving project covered by agreement dated April 20, 1960.			
Advance Deposit			$2,400.00
As per attached statement:			
Total cost		$13,539.41	
Agreed State Share (All cost except cost of concrete curbs)		11,411.91	
Agreed City Share (Cost of concrete curbs)			2,127.50
To be refunded			272.50

RECEIVED
DEC 22 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 22 1960
ENGINEER
COUNTY & CITY RELATIONS

NO REQUEST

A 150 (REVISED 7-60)

Form A-101—10M—

REGON STATE HIGHWAY DEPARTM

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED C. G SWE[illegible]ON

NOTED H. S. COX

Address invoice to:

City of Woodburn

Woodburn, Oregon

Attention of Mark H. Thompson, City Recorder

Request No. (assigned by staff engineer or head of division) cc-655

Date 12/19/60

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City's share of cost of Cannery Street curbing, basing, and paving project covered by agreement dated April 20, 1960.

NOTED Harold C. Ayers

NOTED JOHN D. GRAHAM

Advance Deposit $2,400.00

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		As per attached statement:		
		Total cost $13,539.41		
		Agreed State Share (All cost except cost of concrete curbs) 11,411.91		
		Agreed City Share (Cost of concrete curbs)		2,127.50
		PAYMENT DUE CITY		$ 272.50

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? yes

If so, what is amount of deposit? $2,400.00

Is this a partial or final request for billing? final

Have there been any previous requests for billing in connection with this same service? no

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:

324-1712-295

Submitted by:

H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COST

SPECIAL CITY ALLOTMENT PROJECT
CITY OF WOODBURN
CANNERY STREET

CONTRACT NO. 5688 December 19, 1960

PAYMENTS TO CONTRACTOR:

	Item	Quantity		@	Total
1.	Drainage excavation	62.04	c.y.	$ 3.75	$ 232.65
2.	General excavation	520.5	c.y.	1.40	728.70
3.	8" concrete pipe	132	l.f.	1.70	224.40
4.	12" concrete pipe	219	l.f.	2.25	492.75
5.	Concrete inlets	5	only	75.00	375.00
6.	Adjust manholes	3	only	35.00	105.00
7.	Concrete curbs & gutters	55.56	c.y.	37.50	2,083.50
8.	Dowel bars	44	each	1.00	44.00
9.	Coarse crushed material	721	c.y.	2.85	2,054.85
10.	3/4"-0" material	154	c.y.	3.10	477.40
11.	Sprinkling	8.4	M/gal.	4.00	33.60
12.	Class B asphaltic concrete	513.46	tons	9.00	4,621.14
13.	Extra paving approaches	9	only	30.00	270.00

Subtotal, Contract Items	$11,742.99
Engineering & Contingencies	1,035.48
Survey	760.94
Total Cost	$13,539.41
Agreed State Share (All costs except concrete curbs cost)	$11,411.91
Agreed City Share (Concrete curbs cost)	$ 2,127.50
City Advance Deposit	2,400.00
REFUND DUE CITY	$ 272.50

HCA:mm

RECEIVED
NOV 10 1960
FOR FILING
324-1712

5688

November 9, 1960

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5688 for grading-paving Cannery Street in Woodburn, Marion County, was completed by the contractor, Salem Black Top Paving Co., on August 12, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $500.00 will be released to the contractor on or after November 19, 1960. The total contract amount is $11,742.99, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to your company as it appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

RECEIVED
SEP 27 1960
FOR FILING

24 1212

5688

September 26, 1960

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Salem Black Top Paving Co., on contract #5688 for grading-paving Cannery Street in Woodburn, Marion County.

This payment, in the amount of $8,570.67, will be released to contractor on or after October 6, 1960. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Form E-1—(Rev.)—

324-1712

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section WOODBURN (CANNERY STREET)

Highway City Street County Marion

Contractor Salem Black Top Paving Co.

Date of contract April 29, 1960

Date work started May 9, 1960

Project authorization . . . . . $ 13,574.25

Exclusive of engineering . . . . $ 12,608.97

For Week Ending September 17, 1960

Kind of work Grading & Paving

Section prefix 324 - 1712

Contract number 5688

Specified work days 80

Work days used 45

Per cent of time elapsed 56 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 11,608.97

Estimated per cent overrun or underrun . . . . . %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 965.28

Engineering cost to date $ 965.28, ... %

Date project was completed August 12, 1960, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	none	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final submitted on Monday.

FINAL REPORT

...ISION
RECEIVED
SEP 19 1960
NOTED-- CE A... ACE COE

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

Signed Arthur Duffy

Address 214 Lab. Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.11	0.11			0.11
Miles partially completed	0	0			0
Miles completed	0.11	0.11			0.11
Total estimated quantities (contract)	580 cy	1050 cy			478 ton
Total quantities corrected to date	520.5 cy	875 cy			513.46 ton
Estimated quantities moved or placed to date	520.5 cy	875 cy			513.46 ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM E-123

RECEIVED
JUN - 7 1960
FOR FILING

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5688

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD F. LINDAS
CHIEF COUNSEL

June 7, 1960

Salem Black Top Paving Co.,
1815 22nd Street SE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5688, awarded April 29, 1960, for grading-paving Cannery Street in Woodburn, Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
H. S. COX

May 3, 1960

Mr. Mark H. Thompson
City Recorder
Woodburn, Oregon

NOTED
C. Ayers

Dear Sir:

We have received the City's check in the amount of $2,400 covering the anticipated cost of the concrete curbs on the Cannery Street Special City Allotment project.

Contract No. 5688 was awarded to Salem Black Top Company on April 29. Enclosed is a copy of the contract and plans for your information and records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
April 29, 1960

NOTED
H. S. COX

Advance Deposit
City of Woodburn

Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

NOTED
V. R. JONES

The Secretary's office has forwarded to you the city of Woodburn's warrant no. 127 in the amount of $2,400 which represents the advance deposit for the Special City Allotment project on Cannery Street in Woodburn.

H. C. Ayers
Field Engr., County & City Relations

HCA:mm

NOTED
JOHN D. GRAHAM

CITY OF WOODBURN

WOODBURN, OREGON

April 27, 1960

NOTED
H. S. COX

REFERRED TO
C E Swenson
BY SECRETARY

W. C. Williams, State Highway Engineer
Salem, Oregon

Gentlemen:

Please refer to C. E. Swenson letter April 20, 1960 regarding cost of curbs on the Special City Allotment project on Cannery St.

City of "oodburn imorovement Warrant No. 127 in the amount of $2,400.00 is enclosed.

Very truly yours,
Mark H. Thompson
Mark H. Thompson
City Recorder

MHT:mh

Woodburn City Warrant #127
for $2400.00 to acct'g Dw. 4-29
7.6.

RECEIVED
APR 28 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 25 1960
FOR FILING

324-1712

5685

April 22, 1960

Salem Black Top Paving Co.
1815 - 22nd St., S. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on April 21, 1960 accepted your bid in the amount of $12,066 for grading and paving in the City of Woodburn (Cannery St.) in Marion County, which was the low bid received for that job April 19, 1960.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. A. Savage (SIAC)
R. L. Porter

RECEIVED
APR 21 1960
FOR FILING
224-1712
5688

April 21, 1960

Mark H. Thompson, City Recorder
City Hall
Woodburn, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Woodburn a fully executed copy of an agreement between the State Highway Commission and the City of Woodburn covering the Special City Allotment project on Cannery Street in Woodburn.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 23 1960
FOR FILING
Fin & Acct
Allan
La Cities

Sp. State Hy St. Funds #135

Salem, Oregon
April 21, 1960

$250,000 Fund Agreement
City of Woodburn

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Woodburn covering the Special City Allotment project on Cannery Street in the City of Woodburn.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Woodburn, Oregon.

Secretary

FM
Attach: 1

FORM E-20X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1960

SUBJECT: City of Woodburn
$250,000 Fund Agreement

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on Cannery Street in Woodburn. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved by the Highway Commission on 12/16/59.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

Date 12-16-59 Min Page 16
Floyd Query
Secretary

RECEIVED
FEB 10 1960
FOR FILING

2-5-60

324-1712

5688

LOCATION PROSPECTUS
YOUNG STREET-SOUTH CITY LIMITS SECTION
CANNERY STREET-WOODBURN
MARION COUNTY

The following prospectus is submitted concerning the above mentioned section of Cannery Street in Woodburn. The overall length of the project is approximately 0.10 mile.

This will be a location survey to prepare plans, specifications and estimates for grading, drainage, and paving on existing alignment.

The typical section will consist of a 38-foot curbed street section. The curbs will be back filled with waste excavation material; sidewalks will be constructed by the city at a future date.

The final base design by G. L. Decker is:

Over existing pavement	3"	A. C.
Over new work:		
Paving, base and wear	3"	A. C.
Top course, base	2"	3/4"-0 crushed
Bottom course, base	10"	Coarse crushed

Final agreements with the county will be required. Any negotiations with the Southern Pacific Company relative to the railroad crossing at the southerly terminus of the project will be conducted by the city.

February 5, 1960

Attachment

This project will stop at railroad R/W line. Dealing with S.P. not necessary
2/16/60

cc: W. C. Williams
Forrest Cooper
G. S. Paxson (2) ✓
Tom Edwards
J. D. Walker
Arthur Duffy
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

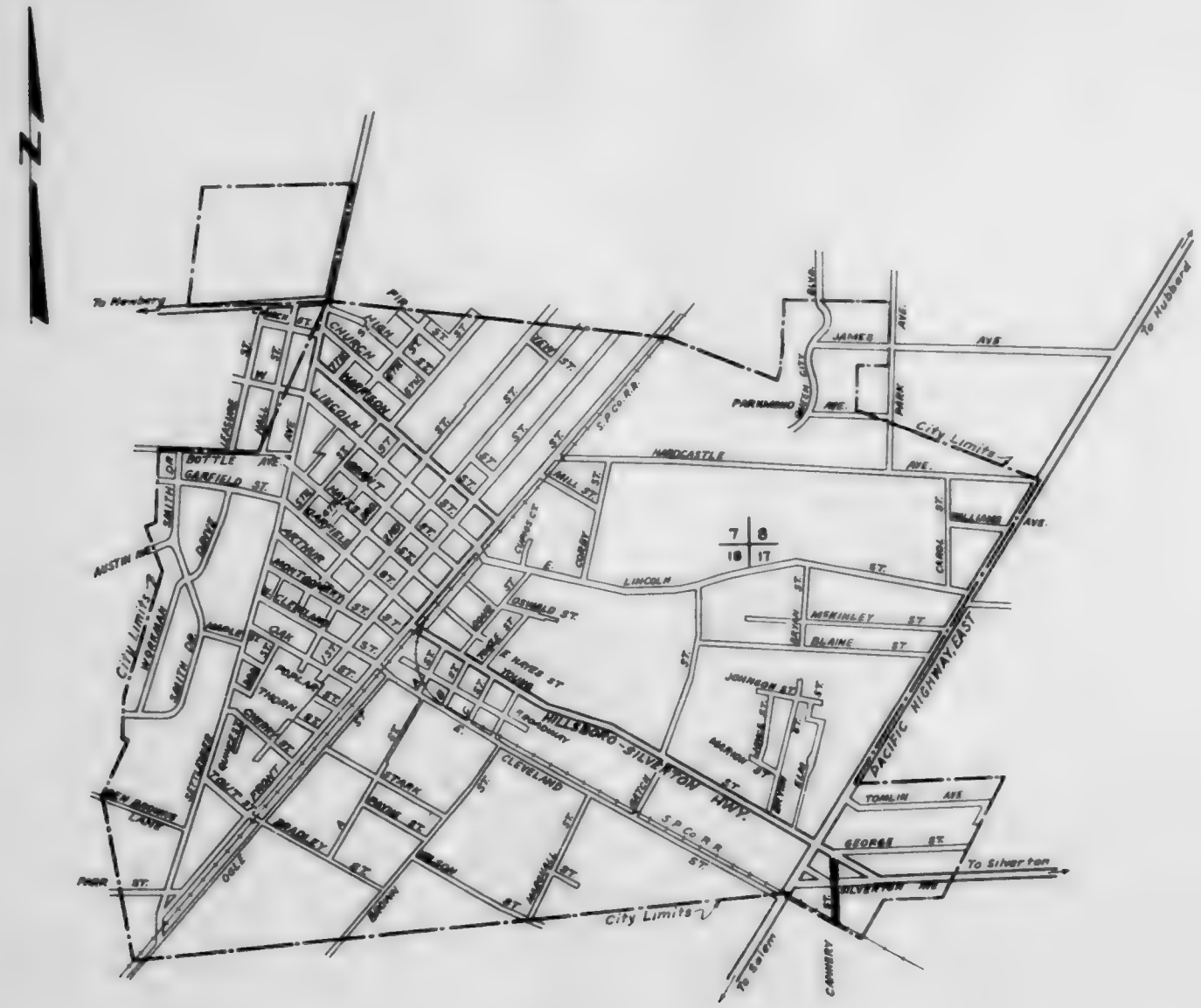
WOODBURN

Scale in Feet

0 800 1600 2400

Marion County

T. 5 S., R. 1 W., W.M.



NOTED
C. G. SWENSON

December 18, 1959

Mr. Mark H. Thompson
City Recorder
Woodburn, Oregon

Dear Sir:

On 12/10/59, the State Highway Commission approved the City's request for a construction project on Cannery Street under provisions of the Special City Allotment act.

The project consists of construction of a curbed street section with City to pay the cost of concrete curbs. You will be contacted in the near future to work out details of the project and negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By: C. G. Swenson
County and City Relations Engineer

HCA:mm

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION

PROPOSED PROJECT BASE DESIGN PROPOSED

(From Jct of Hillsboro-
Hwy. S. City Limits) Highway Woodburn City Street County Marion Prefix

Length of Project Miles. Sta. to Sta. Date

TYPICAL SECTIONS Traffic Classification Medium

The soil survey survey and recommended surfacing thickness completed at the request of H. C. Ayers, County - City.

New Work

Existing Roadway

3" of A. C.

2" of 3/4"-0 level course.

10" of crushed rock.

Typical soil

30 Clay
4 Silt
0 Fine Sand
20 Coarse Sand
17 Fine Gravel
23 Coarse Gravel
12 Stone

Required Base & Seal		Designed Base	Seal
12			
C			A
24		12	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [signature] Soils Engineer

Recommended by [signature] Construction Engineer

Recommended by [signature]

Approved by [signature] Engineer of Materials

[signature] State Highway Engineer

JUN 3 1959

6-16-59

RESOLUTION NO. 415

RESOLUTION relating to a special city allotment of state street improvement funds, declaring an emergency.

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1,

Chapter 149, Oregon Laws 1949, provides that:

"Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2,

Chapter 149, Oregon Laws 1949, and by Oregon Laws 1959, provides that:

"Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars (250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Woodburn is an incorporated city of the State of Oregon, and has a population of 2700, as given by the latest official census, and

WHEREAS, the following street of said city, Cannery Street from Young Street to South city limits, is not a part or parts of the state highway system, but is a street under the jurisdiction and control of said city which is "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said street is in need of repair, reconditioning and other major improvement; now, therefore

THE COMMON COUNCIL OF THE CITY OF WOODBURN DOES RESOLVE:

Section 1. That the following named street of said city, to wit: Cannery Street from Young Street to south city limits, is in need of repair, reconditioning, and other major improvements.

Section 2. That said street is in its present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual traffic.

Section 3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said street as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

Section 4. That the City of Woodburn does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Council Member Elburn T. Sims as the official representative of the city in all negotiations resulting from this request.

Section 5. There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road or roads described in this resolution.

Section 6. WHEREAS, it is necessary for the immediate preservation of the peace, health and safety of the City of Woodburn that this Resolution take effect immediately, an emergency is hereby declared to exist and this Resolution shall be in full force and effect from and after its approval by the Mayor.

APPROVED: /s/ John F. Lacey
JOHN F. LACEY, Mayor

ATTESTED: /s/ Mark H. Thompson
MARK H. THOMPSON
Recorder of the City of
Woodburn, Oregon

Passed by the Council June 16, 1959
Submitted to the Mayor June 16, 1959
Filed in the office of the Recorder
Approved June 16, 1959

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of WOODBURN at a regular ~~or special~~ meeting of said Council, held on the 16th day of JUNE, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 30th day of JUNE, 1959.

Mayor/~~City Recorder~~ for the City Recorder

Form cc-50 (1953 Rev.)

WOODBURN

Scale in Feet

0 800 1600 2400

Marion County

T. 5 S., R. 1 W., W.M.

Rev. 5-12-58

304-1702 Warrenton (Skipanon Dr.) 1960
Grad. & Pav. Proj.
#5689

St. State Tax
Street Fund
133

1960 project

NOTED
H. S. COX

NOTED
C. G SWENSON

NOTED
V. R JONES

NOTED
Harold C. Ayers

December 19, 1960

Mr. E. R. Baldwin
City Recorder
City Hall
Warrenton, Oregon

Dear Mr. Baldwin:

Final costs are now available on the Special City Allotment project on Skipanon Drive, and as per the attached statement, a refund of $2,227.03 is due the City. A check in this amount will be forwarded by our accounting division within the next few days. } file

Please note that, in accordance with your letter of August 16, 1960, we have transferred $500 from the City's original advance deposit to the account of the State's project to give you soils data and estimate of costs on your proposed project between Ridge Road and Warrenton Drive. } See Gen. Correp. file

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm
Att.

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/16/60	at 650		3W, IW-29

NOTED
H. S. COX

NOTED
C. G. SWENSON

INVOICE NUMBER

67805

City of Warrenton
Warrenton, Oregon

Attn: E. E. Baldwin, City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: City's share of cost of Skipanon Driver grading, basing, and paving project covered by agreement dated April 14, 1960.		NOTED Harold C. Ayers	
Advance Deposit			$11,300.00
As per attached statement:			
Total cost $29,072.97			
Agreed State Share 20,000.00			
Agreed City Share			9,072.97
To be refunded			$ 2,227.03

RECEIVED
DEC 19 1960
ENGINEER
COUNTY & CITY RELATIONS

ACKN ... QUEST

By .....

A 150 (REVISED 7-60)

Form [illegible]—1961—10M—

OREGON STATE HIGHWAY DEPARTMENT

NOTED
Harold C. Ayers

NOTED

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

City of Warrenton .

Warrenton, Oregon

Attention of E. R. Baldwin, City Manager

NOTED
H. S. COX

Request No. (assigned by staff engineer or head of division) cc-650

Date 12/15/60

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City's share of cost of Skipanon Drive grading, basing, and paving project covered by agreement dated April 14, 1960.

Itemized Statement:

City Advance Deposit $11,300.00

Quantity	Unit	Description	Unit Price	Amount
		As per attached statement:		
		Total cost $29,072.97		
		Agreed State Share 20,000.00		
		Agreed City Share		9,072.97
		PAYMENT DUE CITY		$ 2,227.03

NOTED
JOHN D. GRAHAM

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? . . . . . $ 11,300.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:

304-1702-295

Submitted by:

H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

December 15, 1960

SPECIAL CITY ALLOTMENT PROJECT
CITY OF WARRENTON
CONTRACT #5689, SKIPANON DRIVE

PAYMENTS TO CONTRACTOR

	Item	Quantity		@	Total
1.	Drainage excavation	2.88	c.y.	$ 5.00	$ 14.40
2.	Blade grader	17	hours	12.50	212.50
3.	Front end loaders	16.5	hours	12.50	206.25
4.	Dump trucks	20.5	hours	7.70	157.85
5.	12" concrete pipe	42	l.f.	5.00	210.00
6.	Coarse crushed material	2197	c.y.	4.00	8,788.00
7.	3/4"-0" crushed material	723	c.y.	4.60	3,325.80
8.	Sprinkling	41	M/gal.	1.00	41.00
9.	Class B asphaltic concrete	868.29	tons	14.50	12,590.21
10.	Paving approaches	12	each	36.00	432.00
	Flagging				59.10

Subtotal, Contract Items	$26,037.11
Engineering & Contingencies	2,363.37
Survey	672.49
Total Cost	$29,072.97
Agreed State Share	20,000.00
Agreed City Share	$ 9,072.97
City's Advance Deposit	11,300.00
PAYMENT DUE CITY	$ 2,227.03

HCA:mm

RECEIVED
OCT 20 1960
FOR FILING

214-1702
5689
To:

File

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
October 12, 1960

SUBJECT: Insurance Certificate
City of Warrenton

Mr. R. P. Hamilton
Utilities Permit
Office

In reply to your letter of the 4th of October to Mr. R. M. Smith pertaining to an Insurance Document between the Oregon Automobile Insurance Co. and The City of Warrenton.

According to Mr. Baldwin, City Manager, City of Warrenton, the said liability insurance was to cover the City of Warrenton in event of accidents involving the public while construction was taking place on the Skipanon Drive (Warrenton) Contract # 5689.

Mr. Baldwin stated that said insurance while not necessary per the contract was purchased to safeguard the City of Warrenton.

The Skipanon Drive project was completed June 29th 1960.

E. J. Hall
Resident Engineer

By: A. M. Bedell
A. M. Bedell
Transitman

C.C. Mr. R. M. Smith

NOTED
W. HEAD

FORM E-30X—20M—2-59—19180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
October 6, 1960

SUBJECT:

To: Mr. R. T. Hamilton
Utilities Permit Engineer
Salem

Replying to yours of the 4th inst., pertaining to the certificate of insurance submitted to the Salem office by the City of Warrenton and relating to all operations of the insured per contract entered into dated March 1960.

At the present time there is no application for pole line or pipe line permit pending with the City of Warrenton. However, there was a State Contract involving some street improvement at the spring which was under the supervision of Resident Engineer Hall. I am taking the liberty to transfer this inquiry to him as I believe he will be able to supply the answers to the questions.

[signature]
District Maintenance Superintendent

RWS/cc

cc: C. W. Wimer, Asst. Div. Engr.
Ed Hall, Res. Engr. (Incl.)

NOTED
R. T. HAMILTON

Salem, Oregon
October 4, 1960

Mr. R. M. Smith
District Maintenance Superintendent
Astoria, Oregon

Attached is a photocopy of an insurance certificate we have received for the City of Warrenton. The certificate is unsatisfactory in that it does not provide adequate property damage coverage, has only a 10 day cancellation notice and lacks our required endorsement.

Before we return the certificate to the agency, however, we want to check with you to determine if you have any knowledge as to the purpose intended of the certificate. You will notice the subject of the insurance is "per Contract entered into dated March 1960".

Please advise us of any information you may have on this matter.

R. P. Hamilton
Utilities Permit Engineer

RPH:dr
Encl.

cc: Mr. Gerald Wimer

MARTIN KNUTSEN & SON

INSURANCE BROKERS AND AGENTS

375 TWELFTH STREET ASTORIA, OREGON

TELEPHONE FA 5-1541

September 26, 1960

State of Oregon
State Highway Commission
Salem, Oregon

Re: City of Warrenton

Gentlemen:

We are pleased to enclose a Certificate of Insurance for Oregon Automobile Company policy CL 27195 issued to the City of Warrenton, effective October 30, 1960 with the limits as shown on the certificate.

We trust you will find the enclosure entirely in order.

Very truly yours,

MARTIN KNUTSEN & SON

By Eugene Knutsen

nh

Enclosure

R. P. HAMILTON

RECEIVED
SEP 30 1960
OREGON
STATE HIGHWAY COMMISSION

OREGON AUTOMOBILE INSURANCE CO.

CERTIFICATE OF INSURANCE

Certificate issued to: STATE OF OREGON, STATE HIGHWAY COMMISSION AND MEMBERS THEREOF, ITS OFFICERS,
Address: EMPLOYEES, CONTRACTORS AND AGENTS, SALEM, OREGON

This is to certify that the following policy, subject to its terms, conditions and exclusions, has been issued by the company indicated below.

Name of Insured: CITY OF WARRENTON

Address: WARRENTON, OREGON

INSURANCE IN FORCE

TYPE OF INSURANCE	POLICY NUMBER	EFFECTIVE DATE	EXPIRATION DATE	LIMITS OF LIABILITY	
MANUFACTURERS' AND CONTRACTORS' OR OWNERS, LANDLORDS AND TENANTS (Bodily Injury)					EACH PERSON
					EACH ACCIDENT
MANUFACTURERS' AND CONTRACTORS' OR OWNERS, LANDLORDS AND TENANTS (Property Damage)					EACH ACCIDENT
					AGGREGATE
OWNERS' AND CONTRACTORS' PROTECTIVE (Bodily Injury)					EACH PERSON
					EACH ACCIDENT
OWNERS' AND CONTRACTORS' PROTECTIVE (Property Damage)					EACH ACCIDENT
					AGGREGATE
COMPREHENSIVE GENERAL (Bodily Injury)	CL 27195	10/30/60	10/30/61	100,000.00	EACH PERSON
				200,000.00	EACH ACCIDENT
				200,000.00	AGGREGATE PRODUCTS
COMPREHENSIVE GENERAL (Property Damage)	CL 27195	10/30/60	10/30/61	25,000.00	EACH ACCIDENT
				25,000.00	AGGREGATE OPERATIONS
				25,000.00	AGGREGATE PROTECTIVE
				25,000.00	AGGREGATE PRODUCTS
				25,000.00	AGGREGATE CONTRACTUAL
AUTOMOBILE (Bodily Injury)	CL 27195	10/30/60	10/30/61	100,000.00	EACH PERSON
				200,000.00	EACH ACCIDENT
AUTOMOBILE (Property Damage)	CL 27195	10/30/60	10/30/61	25,000.00	EACH ACCIDENT
AUTOMOBILE (Fire, Theft, Comprehensive Collision)					
INLAND MARINE					

SUBJECT OF INSURANCE

ALL OPERATIONS OF THE INSURED
per Contract entered into dated March 1960

No Cancelation Notice Required ☐ Cancelation Notice Required ☒

If it is indicated above, as "Required" the Company will give Ten (10) days advance notice by mail to the party to whom this certificate is issued at the address stated above. The mailing of such notice shall be sufficient proof of notice.

OREGON AUTOMOBILE INSURANCE CO.

Date September 19, 1960

Martin Knutsen & Son/ff

Eugene D. Knutsen
Authorized Representative

951—Revised 6-56

RECEIVED
SEP 23 1960
FOR FILING

211-1702
52-89

September 28, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5689 for grading-paving the Skipanon Drive in Warrenton, Clatsop County, was completed by the contractor, The United Contracting Co., on June 29, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $1,067.18 will be released to the contractor on or after October 8, 1960. The total contract amount is $26,037.11, of which amount $59.10 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Glens Falls Insurance Co.,
Amerete & Co.,
750 Mead Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

304-1702

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 29, 19 60

Section Warrenton (Skipanon Drive)

Kind of work Grading & Paving

Highway City Street County Clatsop

Section prefix 304-1702

Contractor The United Contracting Company

Contract number 5689

Date of contract May 4, 19 60

Specified work days 85

Date work started June 6, 19 60

Work days used 24

Project authorization $31,142.25

Exclusive of engineering $28,927.60

Per cent of time elapsed 28 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 26,037.11

Estimated per cent ~~overrun or~~ underrun . . . . . 9.3 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $2,214.56

Engineering cost to date $ 2,214.56, 100 %

Date project was completed June 29, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final delivered to Division Office on Friday.

FINAL REPORT

NOTED
JOHN R. OAKES

1960

NOTED
C. E. PAULSEN

Signed E. Hall Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
	Equipment Rental				
Miles in project	0.38	0.38			0.38
Miles partially completed					
Miles completed	0.38	0.38			0.38
Total estimated quantities (contract)	70 Hr.	3,020 C.Y.			930 T
Total quantities corrected to date	54 Hr.	2,920 C.Y.			869 T
Estimated quantities moved or placed to date	54 Hr.	2,920 C.Y.			869 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Overcast		
Wednesday	Clear		
Thursday	Clear		
Friday	Overcast		
Saturday			

FORM S-129

RECEIVED
MAY 27 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

304-1712

5689

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1960

The United Contracting Company
P. O. Box 5075
Portland 13,
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5689, awarded May 4, 1960, for grading-paving Skipanon Drive in Warrenton, Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dg

Encl.

NOTED
H. S. COX

May 6, 1960

NOTED
Harold C. Ayers

Mr. E. R. Baldwin
Auditor and Police Judge
City Hall
Warrenton, Oregen

NOTED
V. R. JONES

Dear Mr. Baldwin:

We have received the City's check in the amount of $11,800 which represents the advance deposit on the Special City Allotment project on Skipanon Drive.

On May 4, 1960, the contract was awarded to the United Contracting Company giving them 85 working days in which to complete the work, starting the work days count on May 14.

Enclosed for the City's records and information is a copy of the contract and plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm
Encl.

NOTED
JOHN D. GRAHAM

CITY OF WARRENTON

Telephone Walnut 1-2001 WARRENTON, OREGON

CITY COMMISSION
HAROLD C. GRAMSON, MAYOR
QUINCY V. ROBINSON
DR. NOEL B. RAWLS
BYRON OLSON
GEORGE STUCKRATH

L. E. HANLON
PUBLIC WORKS SUPT.

SAM MOORE
FIRE CHIEF

THOS. T. CHAVE, JR.
CITY ATTORNEY

W. E. BRONSON
CHIEF OF POLICE

JAYNE WALTERS
SECRETARY AND CLERK

EMERSON R. BALDWIN
AUDITOR AND POLICE JUDGE

NOTED
H. S. 60X

May 3, 1960

State Highway Department
State of Oregon
Salem - Oregon

Attn: C. C. Swenson, County
and City Relations Engineer

Gentlemen:

We are enclosing a check for $11,800.00 as required by your letter of April 20, 1960.

Although it cannot be required, the City of Warrenton would appreciate having the contractor urged to complete the paving before mid-July, as the sports fishing season begins at that time. One mooring basin can be reached only by use of N. W. Skipanon Drive and it would be most inconvenient to have the road under construction at that time.

Sincerely,

CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

ERB:jw
Encl.1
certified mail

RECEIVED
MAY 1960
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
APR 25 1960
FOR FILING
304-1702
5689

April 22, 1960

The United Contracting Co.,
P. O. Box 5075
Portland 13
Oregon

Gentlemen:

The State Highway Commission on April 21, 1960, accepted your bid in the amount of $27,582.00 for grading-paving the Shipman Drive in Warrenton, Clatsop County, which was the low bid received for that job on April 19, 1960.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cd

cc: Tom Edwards
R. L. Porter
R. O. Savage (SIAC)

NOTED
H. S. COX

NOTED
C G. SWENSON

April 20, 1960

Mr. E. R. Baldwin
City Manager
City Hall
Warrenton, Oregon

Dear Mr. Baldwin:

On Tuesday, April 19, the State Highway Commission received bids on the Special City Allotment project on Skipanon Drive. The low bid was submitted by the United Contracting Company and the revised estimate based on this bid is as follows:

Construction Items	$27,582.00
State share of flagging costs	100.00
Engineering & Contingencies, 12½%	3,460.25
Survey	700.00
Total Estimated Cost.	$31,842.50

As per the agreement between City and State, City is to pay all costs of the project in excess of $20,000. Therefore, will you please forward a check made payable to the Oregon State Highway Commission in the amount of $11,800 at your earliest convenience as a contract cannot be awarded until the advance deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

Agreement received
Money Received

By

C. G. Swenson
County and City Relations Engineer

HCA:mm

RECEIVED
APR - 6 1960
FOR FILING

304-1702

5689

April 5, 1960

Mr. E. R. Baldwin
Auditor and Police Judge
City Hall
Warrenton, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Warrenton a fully executed copy of an agreement between the State Highway Commission and the City of Warrenton covering the Special City Allotment project on Skipanon Drive in Warrenton.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR - 6 1960
FOR FILING

Salem, Oregon
April 5, 1960

State Hy St Funds #133

Special City Allotment Project Agreement
City of Warrenton

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: Mr. H. C. Ayers
Field Engineer, County & City Engineer

Attached is a conformed copy of an agreement with the City of Warrenton covering the Special City Allotment project on Skipanon Drive in Warrenton.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Warrenton.

Secretary

FH
Attch: 1

FORM E-20X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Special City Allotment Project Agreement
Warrenton

Attached are three copies of an agreement covering the project on Skipanon Drive in Warrenton. Two copies have been signed by the appropriate officials and, after having received your signature of approval, are ready to present to the Highway Commission.

The project was approved by the Commission 12/16/59.

H. C. Ayers.
H. C. Ayers
Field Engineer, County & City Relations

HCA:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59 Min. Page 16
Floyd Avery
Secretary

RECEIVED
MAR 28 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1960
FOR FILING

FORM E-123-X 50M 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 22, 1960

Mr. E. R. Baldwin
City Manager
City Hall
Warrenton, Oregon

Dear Mr. Baldwin:

The State Highway Commission plans to call for bids on April 19 for the Special City Allotment project on Skipanon Drive.

The present estimate of the cost of this project is $29,000. Please treat this estimate confidentially.

The Commission will not award a contract for the project if the bid received is over 10% greater than the estimate unless the City chooses to pay the added cost.

In any event, the City will be advised of the revised estimate of cost as reflected by the contractor's bid at which time the City will be requested to send in a check for the amount in excess of $20,000.

Will you please give us a letter advising that all right-of-way has been obtained and send both copies of the completed agreement to this office. After signature by the Highway Commission, a fully executed copy will be returned for the City's files.

Very truly yours,

W. C. Williams
State Highway Engineer

By
Original signed
C. G. Swenson

C. G. Swenson
County and City Relations Engineer

HCA:mm

cc: Forrest Cooper

RECEIVED
MAR 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
FORREST COOPER

CITY OF WARRENTON

Telephone Walnut 1-2001 WARRENTON, OREGON

CITY COMMISSION
HAROLD C. GRAMSON, MAYOR
QUINCY V. ROBINSON
DR. NOEL B. RAWLS
BYRON OLSON
GEORGE STUCKRATH

L. E. HANLON, PUBLIC WORKS SUPT.
W. E. BRONSON, CHIEF OF POLICE
SAM MOORE, FIRE CHIEF
JAYNE WALTERS, SECRETARY AND CLERK
THOS. T. CHAVE, JR., CITY ATTORNEY
EMERSON R. BALDWIN, AUDITOR AND POLICE JUDGE

March 24, 1960

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem - Oregon

ATTN: Mr. C. G. Swenson
County & City Relations Engineer

Gentlemen:

The City of Warrenton has now acquired all right-of-way necessary for the repair and reconstruction of Skipanon Drive.

Easements covering the properties on the west side were recorded March 15, 1960, in Book 254, Page 324-332 of Clatsop County deed records. The easement to the property on the east side of the street was presented to the County Clerk on March 23 and has had insufficient time to be indexed and returned.

On the morning of March 24, a special meeting of the City Commission was held at which time Resolution No. 185, a copy of which is enclosed, was passed authorizing the signing of an agreement between the City of Warrenton and the State Highway Commission. Two signed copies of the agreement are also included herewith and a certificate of public liability insurance covering the State of Oregon.

We believe this completes the present requirements on the part of the City of Warrenton.

Sincerely,

CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

Copy given to Mr. Wacker

RECEIVED
MAR 25 1960

ERB:jw
Encl.4

NOTED

NOTED

OREGON AUTOMOBILE INSURANCE CO.

CERTIFICATE OF INSURANCE

Certificate issued to: STATE OF OREGON, STATE HIGHWAY COMMISSION AND MEMBERES THEREOF, ITS OFFICERS,

Address: EMPLOYEES, CONTRACTORS AND AGENTS., SALEM, OREGON

This is to certify that the following policy, subject to its terms, conditions and exclusions, has been issued by the company indicated below.

Name of Insured: CITY OF WARRENTON

Address: WARRENTON, OREGON

In Case of Loss, Removal, or any Change, notify
MARTIN KNUTSEN & SON
Insurance Brokers & Agents
375 12th Street Astoria, Oregon Phone FA 5-1541

INSURANCE IN FORCE

TYPE OF INSURANCE	POLICY NUMBER	EFFECTIVE DATE	EXPIRATION DATE		
MANUFACTURERS' AND CONTRACTORS' OR OWNERS, LANDLORDS AND TENANTS (Bodily Injury)					EACH PERSON
					EACH ACCIDENT
MANUFACTURERS' AND CONTRACTORS' OR OWNERS, LANDLORDS AND TENANTS (Property Damage)					EACH ACCIDENT
					AGGREGATE
OWNERS' AND CONTRACTORS' PROTECTIVE (Bodily Injury)					EACH PERSON
					EACH ACCIDENT
OWNERS' AND CONTRACTORS' PROTECTIVE (Property Damage)					EACH ACCIDENT
					AGGREGATE
COMPREHENSIVE GENERAL (Bodily Injury)	CL 27195	10/30/58	10/30/61	100,000.	EACH PERSON
				200,000.	EACH ACCIDENT
				200,000.	AGGREGATE PRODUCTS
COMPREHENSIVE GENERAL (Property Damage)	CL 27195	10/30/58	10/30/61	25,000.	EACH ACCIDENT
				25,000.	AGGREGATE OPERATIONS
				25,000.	AGGREGATE PROTECTIVE
				25,000.	AGGREGATE PRODUCTS
				25,000.	AGGREGATE CONTRACTUAL
AUTOMOBILE (Bodily Injury)	CL 27195	10/30/59	10/30/60	100,000.	EACH PERSON
				200,000.	EACH ACCIDENT
AUTOMOBILE (Property Damage)	CL 27195	10/30/59	10/30/60	25,000.	EACH ACCIDENT
AUTOMOBILE (Fire, Theft, Comprehensive Collision)					
INLAND MARINE					

SUBJECT OF INSURANCE

ALL OPERATIONS OF THE INSURED.

RECEIVED
MAR 25 1960

No Cancelation Notice Required ☐ Cancelation Notice Required ☒

If it is indicated above, as "Required" the Company will give TEN (10) days advance notice by mail to the party to whom this certificate is issued at the address stated above. The mailing of such notice shall be sufficient proof of notice.

OREGON AUTOMOBILE INSURANCE CO.

Date 3/10/60 vh

Authorized Representative

Martin Knutsen & Son - 156

951—Revised 6-56

RESOLUTION No. 185

Introduced by Commissioner L. V. Robinson

WHEREAS THE STATE OF OHIO, acting by and through the STATE HIGHWAY COMMISSION, has caused to be prepared and submitted to the CITY OF HARRISTON an agreement providing for the improvement of Shipmans Drive from First Street by [redacted] Fifth Street in Ley a distance of approximately 0.30 mile within the said City by the terms of which agreement the State is to pay the sum of the amount $20,000.00 and the City is to pay all costs in excess of $20,000.00, as its share of the total cost of such improvement, and

WHEREAS, said agreement as submitted has been read in full to the Council of said City and approved as submitted

NOW THEREFORE BE IT RESOLVED by the City of Harriston, that the Mayor and Auditor and Police Judge are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing Resolution was duly adopted by the City Legislature of the City of Harriston on the 24 day of March, 1950.

Approved by the Mayor this 24 day of March, 1950.

[redacted]

Mayor

Attest:

[redacted]

Clerk of the Police Judge.

RECEIVED
MAR 25 1950
ENGINEER
COUNTY & CITY RELATIONS

CITY OF WARRENTON

Telephone Walnut 1-2001 WARRENTON, OREGON

CITY COMMISSION
HAROLD C. GRAMSON, MAYOR
QUINCY V. ROBINSON
DR. NOEL B. RAWLS
BYRON OLSON
GEORGE STUCKRATH

L. E. HANLON
PUBLIC WORKS SUPT.

SAM MOORE
FIRE CHIEF

THOS. T. CHAVE, JR.
CITY ATTORNEY

W. E. BRONSON
CHIEF OF POLICE

JAYNE WALTERS
SECRETARY AND CLERK

EMERSON R. BALDWIN
AUDITOR AND POLICE JUDGE

March 8, 1960

RECEIVED
MAR 1 - 1960
LEGAL DEPT.

Mr. Leonard I. Lindas
Chief Counsel
State Highway Department
Salem - Oregon

Dear Mr. Lindas:

On the agreement form to be signed by the City of Warrenton and the State of Oregon for assistance on Skipanon Drive, under the agreement as to cost, item B (1) reads as follows: "The cost of said project shall be approved by the State and paid for by the State and City as follows: State shall pay the cost of the project not to exceed $20,000.00 and the City shall pay all of the costs of said project in excess of $20,000.00. The estimated cost of said project is $29,700.00."

Our City Attorney has raised a point that for any other organization than the State of Oregon, this would be a dangerous contract inasmuch as there is a limited liability on the part of the one party but that the City of Warrenton is not definitely covered. The City of Warrenton would like to insert a stipulation "not to exceed this estimate by over 10%", if that is acceptable; or, if the State of Oregon would absolutely refuse to have any change made in the standard contract, a letter of policy might be substituted if it made the statement that the Highway Department would accept no bids that exceeded their estimate by more than 10%.

The reason that the City of Warrenton is concerned is one of finances. A bid of more than 10% in excess of the estimate would find the City of Warrenton unable to meet its part of the obligation.

Sincerely,

CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

RECEIVED
MAR 15 1960

RECEIVED
MAR 14 1960
OFFICE OF
STATE HIGHWAY ENGINEER

ERB:jw

RECEIVED
FEB 11 1960
FOR FILING

2-5-60

304-1702

5689

LOCATION PROSPECTUS
FIRST STREET TO FIFTH STREET SECTION
SKIPANON DRIVE, WARRENTON
CLATSOP COUNTY

The following prospectus is submitted concerning the above mentioned section of Skipanon Drive in Warrenton. The overall length of the project is 0.38 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on existing alignment.

The typical section will consist of a 22-foot traveled way with 4-foot shoulders. The approved base design by G. L. Decker is:

New work -	Paving, base and wear	3" A. C.
	Top course, base	2" 3/4"-0 crushed
	Bottom course, base	9" Coarse crushed
	Total depth	14"
Over existing -	Paving, base and wear	3" A. C.
	Top course, base	2" 3/4"-0 crushed
	Bottom course, base	5" Coarse crushed
	Total depth	10"

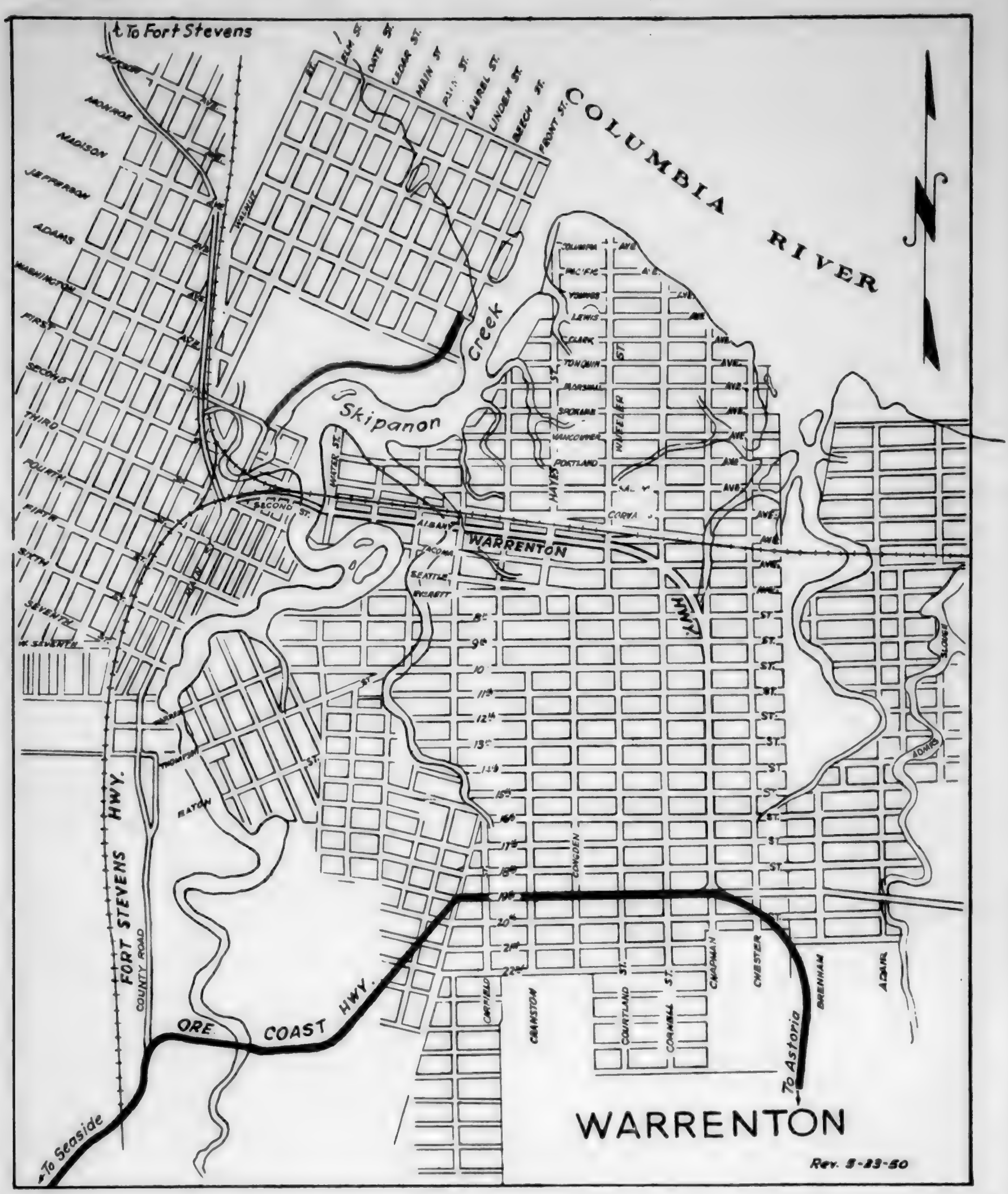
Final agreements with the city will be necessary.

February 5, 1960

Attachment

cc: W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
E. J. Hall
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER


To Fort Stevens
JACKSON
MONROE
MADISON
JEFFERSON
ADAMS
WASHINGTON
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
ELM ST.
OAK ST.
CEDAR ST.
MAIN ST.
PINE ST.
LAUREL ST.
LINDEN ST.
BEECH ST.
FRONT ST.
COLUMBIA RIVER
Creek
Skipanon
WATER ST.
SECOND ST.
ALBANY
TACOMA
SEATTLE
PUGET
WARRENTON
HWY.
COLUMBIA
PACIFIC
YAMHILL
LEWIS
CLARK
TONQUIN
MARSHALL
SPOKANE
VANCOUVER
PORTLAND
HAYES
WHEELER
CORVA
ADAMS
ATLANTIC
ATLANTIC
ATLANTIC

CITY OF WARRENTON

Telephone Walnut 1-2001 **WARRENTON, OREGON**

L. E. HANLON
PUBLIC WORKS SUPT.

W. E. BRONSON
CHIEF OF POLICE

SAM MOORE
FIRE CHIEF

JAYNE WALTERS
SECRETARY AND CLERK

THOS. T. CHAVE, JR.
CITY ATTORNEY

EMERSON R. BALDWIN
AUDITOR AND POLICE JUDGE

CITY COMMISSION
HAROLD C. GRAMSON, MAYOR
QUINCY V. ROBINSON
DR. NOEL B. RAWLS
CLARE E. WADE
BYRON OLSON

September 18, 1959

1960

Office of the State Highway Engineer
Oregon State Highway Department
Salem - Oregon

ATTN: Harold C. Ayers, Field Engineer
County and City Relations

Dear Sir:

So that the State Highway Department may make positive plans for including Warrenton in its construction program, the City agrees to participate on the basis of your letter of August 25, 1959, with the attached preliminary estimate.

This is also with the understanding, as discussed over the telephone, that construction will not begin before February 1960. At that time, the City of Warrenton will have sufficient funds to take care of its part of the obligation.

Sincerely,

CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

ERB:jw

RECEIVED
SEP 21 1959

CITY OF WARRENTON

Telephone Walnut 1-2001 WARRENTON, OREGON

L. E. HANLON
PUBLIC WORKS SUPT.

W. E. BRONSON
CHIEF OF POLICE

SAM MOORE
FIRE CHIEF

JAYNE WALTERS
SECRETARY AND CLERK

THOS. T. CHAVE, JR.
CITY ATTORNEY

EMERSON R. BALDWIN
AUDITOR AND POLICE JUDGE

CITY COMMISSION
HAROLD C. GRAMSON, MAYOR
QUINCY V. ROBINSON
DR. NOEL B. RAWLS
CLARE E. WADE
BYRON OLSON

September 15, 1959

Office of the State Highway Engineer
Oregon State Highway Department
Salem - Oregon

ATTN: C. G. Swenson, Engineer
County and City Relations

Dear Sir:

At a regular meeting of the City Commission, held September 14, 1959, there was a discussion as to the possibilities of participating with the State of Oregon in the improvement of Skipanon Drive, as outlined in your letter of August 25, 1959.

The repairs to Skipanon Drive are a must, regardless of whether the City of Warrenton has complete obligation or whether it receives assistance from the State. Therefore, of course, the City is most interested in taking advantage of your offer.

However, the amount of $31,500.00 was considerably more than the City had anticipated. This, of course, would bring the street to state standards which would, perhaps, be better than the City of Warrenton would have done under its own city road and street repair department.

The question is how the State normally handles one of these projects. We would not like to make a blank statement that we would pay all above $20,000. The City would wish to contract for a fixed amount. Would the State of Oregon permit the City to make two payments, perhaps six months after completion of the project, in the event that the State would start this project immediately? This would be necessary as, at the present time, the City of Warrenton does not have $10,000 excess funds from either State Tax Street or Road District funds. In the event that this work is started after February 1960, the City would have another allocation from the State gas fund.

Unusual local truck and industrial traffic is rapidly ruining the street so that the City wishes to make the earliest possible improvement; however, it is actually a matter of mechanics.

Would you please let us know at once how we are to proceed in the matter?

Sincerely,

CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

ERB:jw

RECEIVED
SEP 16 1959

$250,000 Fund - 1960 WARRENTON August 5, 1959

Preliminary Estimate

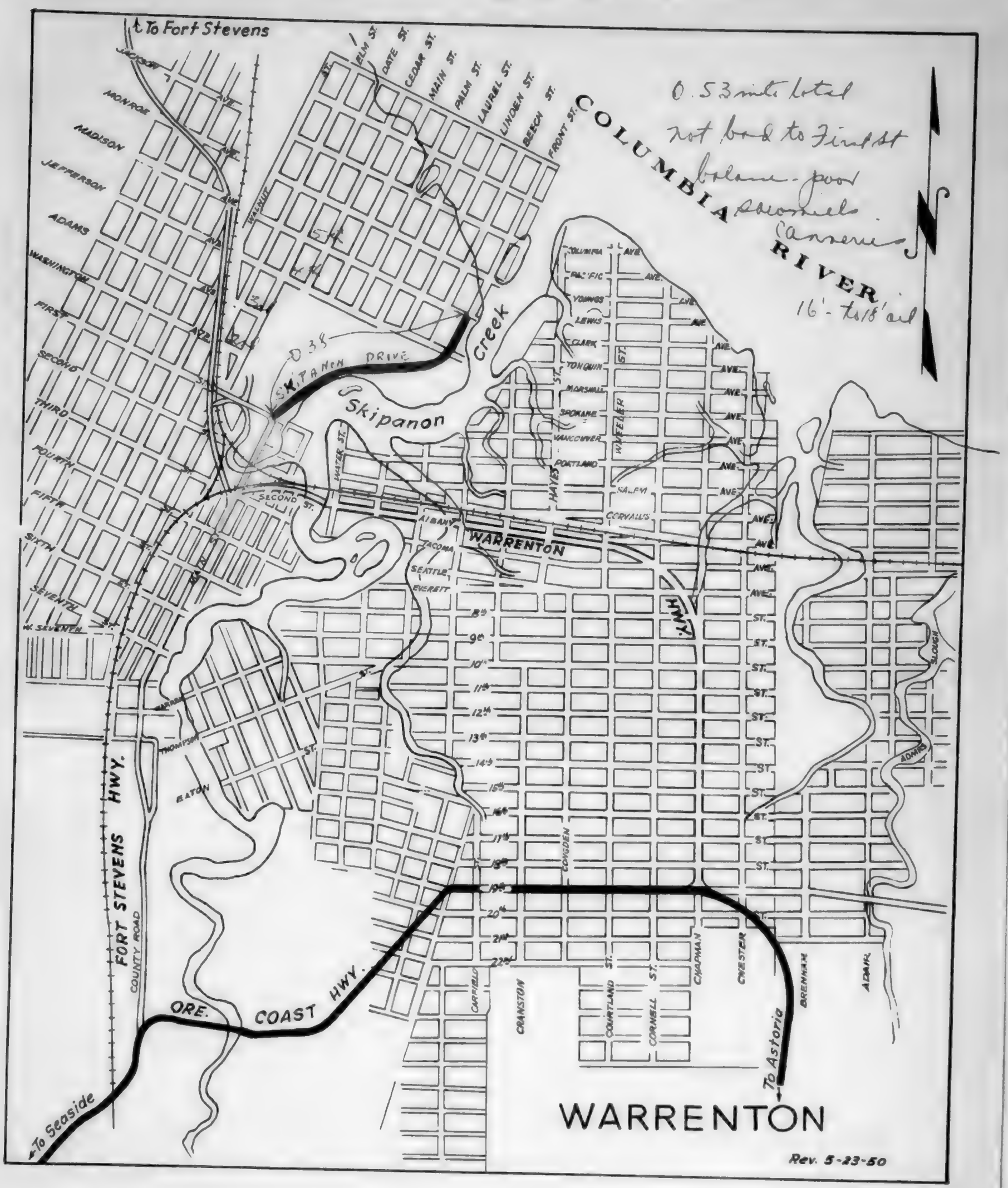
Skipanon Drive from First Street to Fifth Street, a distance of approximately 0.38 mile.

Grade, place base rock, leveling course and 3" asphaltic concrete 22' in width; 5" base rock over old oil surface, 9" base rock on new work, 4' shoulders.

Excavation	1,900 c.y.	$ 1.25	$ 2,375.00
Excavation Drainage	80 c.y.	4.00	320.00
12" Concrete Pipe	160 l.f.	3.80	608.00
Coarse Crushed Material	2,150 c.y.	4.50	9,675.00
3/4"-0 in Base and Shoulders	620 c.y.	5.00	3,100.00
Sprinkling	70 c.y.	4.00	280.00
3/4"-0 in Binder Course	50 c.y.	6.00	300.00
Asphalt in Binder	8 tons	70.00	560.00
Class "B" Asphaltic Concrete	850 tons	12.00	10,200.00
		Estimate of Construction Cost	$27,418.00
		Engineering and Contingencies	3,427.25
		Survey	625.00
		Total Preliminary Estimate	$31,470.25

HCA:cg

E. R. Baldwin


To Fort Stevens
JACKSON
MONROE
MADISON
JEFFERSON
ADAMS
WASHINGTON
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
W. SEVENTH
WALNUT
ELM ST.
DATE ST.
CEDAR ST.
MAIN ST.
PALM ST.
LAUREL ST.
LINDEN ST.
BEECH ST.
FRONT ST.
COLUMBIA RIVER
0.53 mile total
not bad to First St
bottom - poor
shoreline
Cannery
16' - to 18' cut
D 38
SKIPANON DRIVE
Skipanon Creek
WATER ST.
SECOND ST.
ALBANY
TACOMA
SEATTLE
EVERETT
WARRENTON
HAYES ST.
WHEELER ST.
COLUMBIA AVE.
PACIFIC AVE.
YOUNGS AVE.
LEWIS AVE.
CLARK AVE.
TONQUIN AVE.
MARSHALL AVE.
SPOKANE AVE.
VANCOUVER AVE.
PORTLAND AVE.
SALEM AVE.
CORVALLIS AVE.
HWY.
8th
9th
10th
11th
12th
13th
14th
15th
16th
17th
18th
19th
20th
21st
22nd
ST.
SLOUGH
ADAMS
THOMPSON
EATON
CONGDEN
CARFIELD
CRANSTON
COURTLAND ST.
CORNELL ST.
CHAPMAN
CHESTER
BRENNAN
ADAIR
FORT STEVENS HWY.
COUNTY ROAD
ORE. COAST HWY.
To Seaside
To Astoria
WARRENTON
Rev. 5-23-50

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROPOSED PROJECT BASE DESIGN PROPOSED

Location Skipanon Drive (East St. - Co. Rd.) Highway City of Warrenton County Clatsop Prefix

No. Engr. Length of Project Miles. Sta. to Sta. Date 8-5-59

TYPICAL SECTIONS Traffic Classif. - Heavy (Log, Lumber & Mining Traf.)

New Work or Widening — Existing Roadway

3" of A.C.
2" of ¾"-0 level course.

9" Cr rock or gravel base 5" min.

In Place

4"-5" oil (sandy bottom patched)
2"-4" Crushed

4" Credit

Required Base & Rear.		Designed	
Crushed	Not Crushed	Base / Surf. Alloc.	Rear New Work
4			
4			4

Typical Soil - Sand
26 LL
0 PI
18 % Coarse Sand
79 % Fine Sand
3 % Silt
84 % R Value

8-5-59

NOTE:

Soil survey and surfacing thickness design completed at the request of H. C. Ayers, County - City.

RECEIVED
AUG 1[illegible] 1959
ENG[illegible]
COUNTY [illegible]NS

Over excavation [illegible]

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [signature] Soils Engineer

Recommended by [signature] Construction Engineer

Recommended by [signature] Engineer of Materials

Approved by [signature] Deputy State Highway Engineer

State Highway

5-18-59

RESOLUTION # 177

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Warrenton is an incorporated city of the State of Oregon, and has a population of 1950, as given by the latest official census, and

WHEREAS, the following streets of said city, N. E. Skipanon, (formerly -

listed as Prouty Avenue.)

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

N. E. Skipanon

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Warrenton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate E.R.Baldwin, City M' as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18 day of May, 19 59.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

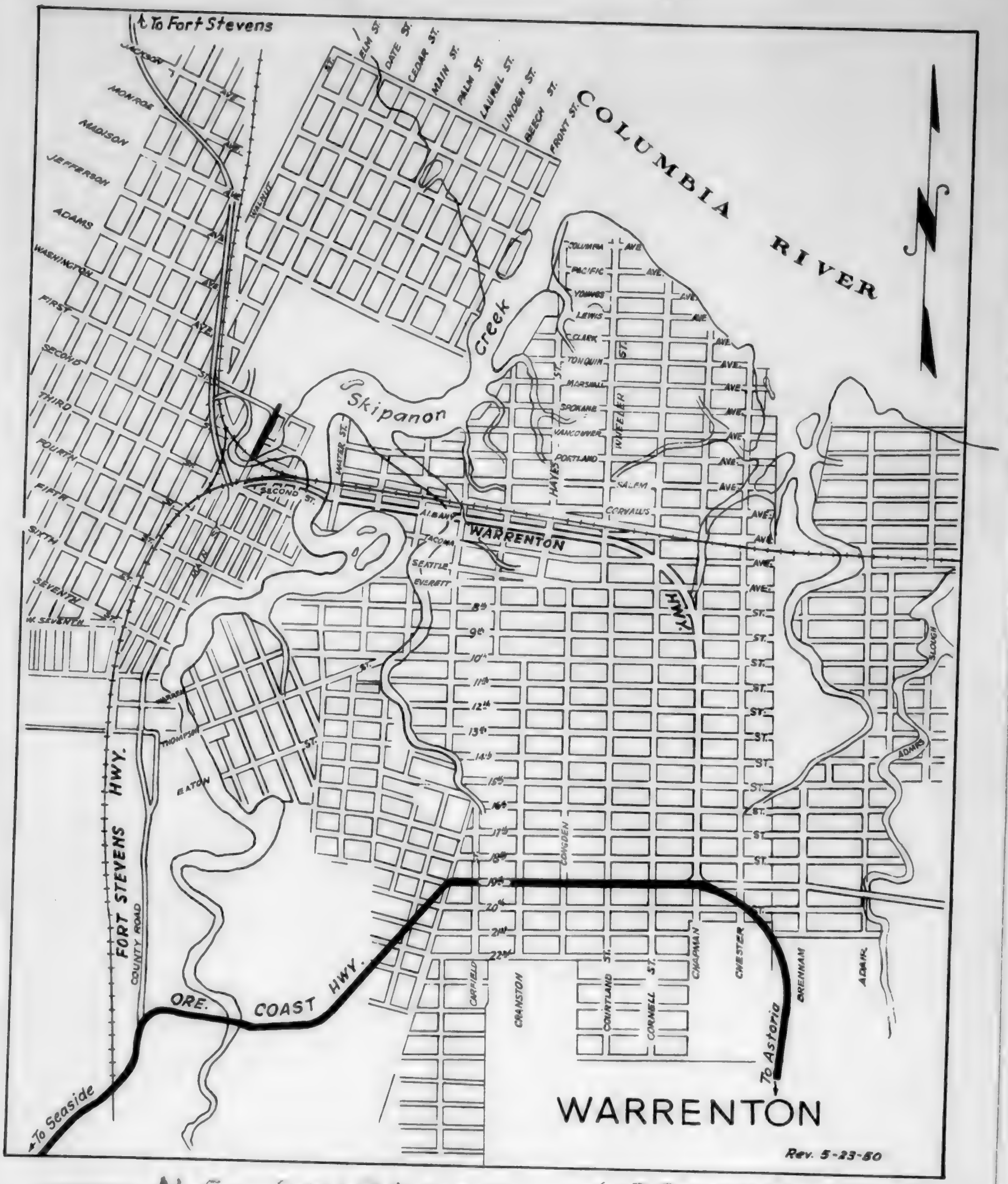
---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Warrenton at a regular or special meeting of said Council, held on the 18 day of May, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 18 day of May, 1959.

E R Baldwin

City Recorder



N.E. SKIPANON (PROUTY)

CITY OF WARRENTON

Telephone Walnut 1-2001 WARRENTON, OREGON

NOTED
Harold C. Ayers

L. E. HANLON
PUBLIC WORKS SUPT.

W. E. BRONSON
CHIEF OF POLICE

SAM MOORE
FIRE CHIEF

JAYNE WALTERS
SECRETARY AND CLERK

THOS. T. CHAVE, JR.
CITY ATTORNEY

EMERSON R. BALDWIN
AUDITOR AND POLICE JUDGE

CITY COMMISSION
HAROLD C. GRAMSON, MAYOR
QUINCY V. ROBINSON
DR. NOEL B. RAWLS
CLARE E. WADE
BYRON OLSON

NOTED
Harold C. Ayers

May 13, 1959

NOTED
C. C. [illegible]

RECEIVED
MAY 14 1959
ENGINEER
COUNTY [illegible]

State Highway Department
State of Oregon
Salem - Oregon

Dear Sirs:

We would like to make application for some assistance under ORS 366.805.

We have a street which for years has been in an industrial area and is now receiving unusual traffic from a small mill. Logs that were formerly dumped in the south part of Warrenton are now hauled to the mill and from six to eight truck loads of finished lumber are returned and taken to the port docks in Astoria.

This street was originally built for light traffic only.

Would you please send us whatever application forms are required for making a formal request for assistance on repairs?

Sincerely,

CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

ERB:jw

Sent forms 5/14/59

[illegible]

1-3410 Baker Office Building 1960

#5690

RECEIVED
FEB 27 1962
FOR FILING

5690

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 19, 1962

To:

Mr. I. D. Merchant
Bridge Engineer
Salem

SUBJECT: Mann's Claim
Baker Office Building
Contract No. 5690

Reference is made to our letter of May 29, 1961.

Herewith, a letter from Mr. John Horton, Attorney for subject heating company; this is a follow-up letter advising that Mr. Mann has not yet received payment.

A. F. Parson
Division Engineer

AFP:gb

cc John S. Horton
George Hopkins
F. A. Query

RECEIVED
FEB 20 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
FEB 21 1962
OREGON
STATE HIGHWAY COMMISSION

HAROLD BANTA
DAVID C. SILVEN
JOHN S. HORTON
THOMAS F. YOUNG

LAW OFFICES
BANTA, SILVEN, HORTON & YOUNG
1950 THIRD STREET
BAKER, OREGON
JACKSON 3-4442

NICHOLS & HALLOCK
1919-1922
NICHOLS, HALLOCK & DONALD
1923-1929
HALLOCK, DONALD & BANTA
1930-1945
HALLOCK, DONALD, BANTA & SILVEN
1946-1950
HALLOCK, BANTA, SILVEN & HORTON
1951-1954
BANTA, SILVEN & HORTON
1955-1959

February 16th, 1962

5690

A. F. Parsons
State Highway Department
LaGrande, Oregon

Re: Bechtel Bros. Contract 5690 Baker Office Bldg.
Claim: Mann's Plumbing & Heating Co.

Dear Mr. Parsons:

Mr. Francis Mann has requested that we advise you that he has not yet received settlement with Bechtel Bros. regarding his claim under the above captioned contract.

Very truly yours,

BANTA, SILVEN, HORTON & YOUNG

By

JSH:bb

cc State Highway Department
Salem, Oregon

Francis Mann
Baker, Oregon

RECEIVED
FEB 19 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
JAN 24 1962
FOR FILING
1-2410
5690

January 23, 1962

US Fidelity & Guaranty Co.,
201 Oregon Bank Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5690 for construction of the Baker Office Building in Baker County was completed by the contractor, Bechtel Brothers, on March 29, 1961, and was formally accepted by the Highway Commission on April 14, 1961.

The final payment to have been released on or after July 20, 1961, has been marked "Void" by the Accounting Division, so the final payment now in the amount of $10,226.43 will be released to the contractor on or after January 30, 1962. The total contract amount is $93,736.06, of which amount $301.51 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bechtel Brothers
2107 Depot St.,
P. O. Box 792
La Grande, Oregon

RECEIVED
SEP 18 1961
FOR FILING
I-4410
5690

September 14, 1961

McDermott-Trans Service Agency
1200 S. E. 7th Avenue
Portland 14, Oregon

Attention: Mr. Bruce Adams

Dear Mr. Adams:

Thank you for your letter of September 12 informing us that Francis E. Mann, subcontractor to Bechtel Bros., has paid you in full for equipment and labor.

Our records indicate this to be in reference to the Bechtel Bros. Contract No. 5690, Baker Office Building in Baker County.

This information will be noted in our records, and we will advise the surety and the contractor of the receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: U. S. Fidelity & Guaranty Co.
209 Portland Trust Building
Portland 4, Oregon

NOTED ON CARD
tc

Bechtel Bros.
P. O. Box 792
LaGrande, Oregon

Factory Authoriz.. Service for Trane Air Con..tioning Equipment

McDERMOTT-TRANE SERVICE AGENCY

1200 S. E. 7TH AVENUE
PORTLAND 14, OREGON

Sept. 12, 1961.

State of Oregon
State Highway Department
Attention: Mr. Floyd Query
Salem, Oregon

#5690

Subject: Baker State Highway Office Building - Job #8757
Re: Your letters 5/24/61 and 8/18/61.
General Contractor - Bechtel Const. Co., LaGrande, Ore.
Mech. Contractor - Francis E. Mann, Baker, Oregon

Gentlemen:

We have been paid in full for the equipment and labor purchased by Francis E. Mann.

Very truly yours,

McDERMOTT—TRANE SERVICE AGENCY

Bruce Adams

Bruce Adams

BA/fm

CC - Bechtel Const. Co.

RECEIVED
SEP 13 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 21 1961
FOR FILING

5690

August 18, 1961

McDermott-Trane Service Agency
1200 S. E. 7th Avenue
Portland 14, Oregon

Attention: Mr. Bruce Adams

Gentlemen:

Thank you for your letter of August 17 advising that Francis E. Mann, subcontractor to Bechtel Brothers, La Grande, has paid you $1,400.00 on your claim, leaving a balance of $1,315.00 for work on the Baker State Highway Office Building.

This appears to be in connection with State Highway Contract No. 5690 with Bechtel Brothers, prime contractors, for construction of the Baker Office Building in Baker County.

We are noting this information on our records and are sending copies of your letter to the surety and the contractor for their information.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
U. S. Fidelity & Guaranty Company
201 Portland Trust Building
Portland 4, Oregon
Attn: Mr. Lotus M. Conser, Mgr.

Bechtel Brothers
P. O. Box 792
La Grande, Oregon

NOTED ON CARD

Factory Authoriz[illegible] Service for Trane Air Co[illegible]tioning Equipment

McDERMOTT-TRANE SERVICE AGENCY

1200 S. E. 7TH AVENUE
PORTLAND 14, OREGON

Aug. 17, 1961.

State of Oregon
State Highway Department
Attention: Mr. Floyd Query
Salem, Oregon

Re: Baker State Highway Office Building - Job #8757
General Contractor - Bechtel Construction Co., LaGrande, Ore.
Mech. Contractor - Francis E. Mann, Baker, Oregon.

Gentlemen:

This is to advise you that Francis E. Mann paid us $1,400.00 as of today. This leaves a balance of $1,315.00 due on this project.

Very truly yours,

McDERMOTT--TRANE SERVICE AGENCY

BA/fm

Bruce Adams

RECEIVED
[illegible] 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 13 1961
FOR FILING
1-24-10
5690

July 13, 1961

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5690 for construction of the Baker Office Building, Baker County, was completed by the contractor, Bechtel Brothers, on March 29, 1961, and was formally accepted by the Highway Commission on April 14, 1961.

Final payment in the amount of $9,759.71 will be released to the contractor on or after July 20, 1961. The total contract amount is $93,269.34, of which amount $301.51 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bechtel Brothers
P. O. Box 792
LaGrande
Oregon

RECEIVED
JUN 29 1961
FOR FILING

5690

June 28, 1961

Banta, Silven, Horton & Young
1950 Third Street
Baker, Oregon

Attention: Mr. J. S. Horton

Gentlemen:

In compliance with your request of June 26, we are attaching a certified copy of State Highway Contract and bond No. 5690. This is our contract with Bechtel Brothers for the construction of the Baker Office Building in Baker County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CWH:fp

NOTED ON CARD

LAW OFFICES
BANTA, SILVEN, HORTON & YOUNG
1950 THIRD STREET
BAKER, OREGON
JACKSON 3-4442

HAROLD BANTA
DAVID C. SILVEN
JOHN S. HORTON
THOMAS F. YOUNG

NICHOLS & HALLOCK
1919-1922
NICHOLS, HALLOCK & DONALD
1923-1929
HALLOCK, DONALD & BANTA
1930-1945
HALLOCK, DONALD, BANTA & SILVEN
1946-1950
HALLOCK, BANTA, SILVEN & HORTON
1951-1954
BANTA, SILVEN & HORTON
1955-1959

June 26th, 1961

Oregon State Highway Commission
Salem, Oregon

Attention: Floyd Query, Secretary

Re: Bechtel Bros. Contract
5690 Baker Office Building, Baker County
Claim of Mann Plumbing & Heating Co.

Gentlemen:

Enclosed find affidavit of Francis Mann, owner of Mann Plumbing & Heating Company furnished in compliance with O.R.S. 279.515. Will you kindly furnish certified copy of original contract and bond?

Thanking you, we remain,

Very truly yours,

BANTA, SILVEN, HORTON & YOUNG

By

JSH:bb
enc.

RECEIVED
JUN 28 1961
OREGON
STATE HIGHWAY COMMISSION

Cc, please handle

STATE OF OREGON,)
ss:
County of Baker.)

I, FRANCIS MANN, being first duly sworn on oath depose and say:

That I am the owner of Mann Plumbing & Heating Company in Baker, Oregon; that I am the sub-contractor with Bechtel Bros. Builders, general contractor, for the construction of Baker State Office Building in Baker, Oregon, for the plumbing, heating and air conditioning work; that there is due, owing and unpaid to me as owner of said Mann Plumbing & Heating Company, under the terms of said contract for labor and materials furnished by me in the prosecution of the plumbing, heating and air conditioning work on said Baker State Office Building under the terms of said contract, the sum of $4,044.00 and the sum of $1,254.00 for extras, together with interest on said sums from the completion of said contract on March 29, 1961; that I request a certified copy of the original contract and bond.

Francis Mann

SUBSCRIBED and SWORN TO before me this 26th day of June, 1961.

Blanche Dehmer
Notary Public for Oregon
My Commission Expires: 1/24/62

RECEIVED
JUN 23 1961
FOR FILING

COMMISSIONERS
M. N. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5690

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 22, 1961

Bechtel Brothers
General Contractors
P. O. Box 792
LaGrande, Oregon

RE: Baker Office Building
Contract No. 5690

Dear Sir:

Reference is made to your letter of June 16, regarding the claim of your mechanical subcontractor in the amount of $1,254.00, and an extension of time of 24 days. By letters of February 23, and June 14, the claim for $1,254.00 was denied on the grounds that this revision was requested by you as the General Contractor or subcontractors acting for you, for your convenience. Further examination of our records indicates no reason for changing the original decision.

In denying the request for a time extension the same reasons apply to those used in denying the monetary claim and that the construction time used in the sewer construction would not support the requested time extension.

Any further correspondence concerning the above mentioned items should be directed to Leonard I. Linden, Chief Counsil for the Oregon State Highway Department.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mk

cc: A. F. Parsons
Leonard I. Linden, Chief Council
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
JUN 23 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5690

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 22, 1961

Bechtel Brothers
General Contractors
P. O. Box 732
LaGrande, Oregon

RE: Baker Office Building
Contract No. 5690

Dear Sirs

Reference is made to your letter of June 16, regarding the claim of your mechanical subcontractor in the amount of $1,254.00, and an extension of time of 24 days. By letters of February 23, and June 14, the claim for $1,254.00 was denied on the grounds that this revision was requested by you as the General Contractor or subcontractors acting for you, for your convenience. Further examination of our records indicates no reason for changing the original decision.

In denying the request for a time extension the same reasons apply to those used in denying the monetary claim and that the construction time used in the sewer construction would not support the requested time extension.

Any further correspondence concerning the above mentioned items should be directed to Leonard I. Lindas, Chief Counsil for the Oregon State Highway Department.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM:mk

cc: A. F. Faram
Leonard I. Lindas, Chief Counsil
Floyd Query

COPIED
FLOYD QUERY

RECEIVED
JUL 10 1961
FOR FILING

5690

June 30, 1961

U. S. Fidelity and Guaranty Company
231 Portland Trust Building
Portland 4, Oregon

Attention: Lotus H. Lemser, Manager

Dear Sir:

Attached is a copy of a claim in the amount of $4,044 and $1,234, totaling $5,278, which has been filed with the Secretary of State by Davis, Oliven, Morton and Young, Attorneys, on behalf of Mann Plumbing and Heating Company. This claim states that it is for labor and materials furnished for work on the Baker Office Building in Baker County.

This appears to be in connection with the Bechtel Brothers Contract 5690, Baker Office Building construction, in Baker County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

cc: Reynolds Insurance Agency, P. O. Box 898, LaGrande
Bechtel Brothers, P. O. Box 792, LaGrande
H. K. Mc Ivor
Glenn L. Jackson
A. C. Williams
Forrest Cooper

NOTED ON CARD

CHH:rj

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

June 28, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Dear Mr. Query:

We have received from John S. Horton, c/o Banta, Silven, Horton & Young, 1950 Third Street, Baker, Oregon, and filed as of this date, a notice of claim by Mann Plumbing & Heating Company for labor and materials furnished for the plumbing, heating and air conditioning work on the Baker State Office Building in Baker, Oregon, said labor and material being furnished under sub-contract of claimant with Bechtel Bros. Builders, La Grande, Oregon, general contractors, for the construction of said Baker State Office Building, in the sum of $4,044.00 and $1,254.00, totalling $5,298.00 together with interest on said sums at the rate of 6% per annum from the 29th day of March, 1961, until paid, against the bond taken from Bechtel Bros. Builders, principal, and United States Fidelity & Guaranty Company, surety, for the work of furnishing and installing the plumbing, heating and air conditioning works in the said Baker Office Building in Baker, Oregon, under general contract No. 5690 of Bechtel Bros. Builders with the Oregon State Highway Commission.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION

NOTICE IS HEREBY GIVEN, that the undersigned, Mann Plumbing & Heating Company, Francis Mann, Owner, has a claim for labor and materials furnished for the plumbing, heating and air conditioning work on the Baker State Office Building, in Baker, Oregon, said labor and material being furnished under sub-contract of claimant with Bechtel Bros. Builders, LaGrande, Oregon, general contractors, for the construction of said Baker State Office Building, in the sum of $4,044.00 and $1,254.00, totalling $5,298.00. Together with interest on said sums at the rate of 6% per annum from the 29th day of March, 1961, until paid, against the bond taken from Bechtel Bros. Builders, principal, and United States Fidelity & Guaranty Company, surety, for the work of furnishing and installing the plumbing, heating and air conditioning works in the said Baker Office Building in Baker, Oregon, under general contract No. 5690 of Bechtel Bros. Builders with the Oregon State Highway Commission.

Dated this 26th day of June, 1961, at Baker, Oregon.

File #3832

FILED
JUN 28 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

MANN PLUMBING & HEATING COMPANY

By Francis Mann
Owner

SUBSCRIBED and SWORN TO before me this 26th day of June, 1961.

Notary Public for Oregon
My Commission Expires: 1/24/62

RECEIVED
JUN 28 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUN 19 1961
FOR FILING

4691

June 16, 1961.

Mr. Ivan D. Merchant, Bridge Engineer,
State Highway Department,
Salem, Oregon.

Dear Sir:

In answer to your letter of June 14th in regards to the Baker Office Building, contract #6690. We do not understand your reasoning by not accepting this claim as this change was made by one of your state inspectors with the electrical contractor, who was a sub-contractor on this job, which, as we have stated before, involved changing of the hooking up of the boiler under the mechanical contract, which involved considerable more in cost and also in time.

We feel that we have tried to settle this as agreeable as can be as we mentioned at one time that the mechanical contractor would charge no extra cost if they would allow him additional time to make the changes. As we did not get any action at that time, we had to take the steps that we have taken. It is our feelings that it would not have taken the resident engineer only about five (5) minutes of his time to have written our office and discussed the matter with our firm, since we are the general contractor on this job, and I am sure that this could have been settled without any difficulty but if this is the case that the inspector can come on the job and make changes without our permission or taking into any consideration of any of the changes that are being made, it is our feelings that we will take it to our attorney and we are going to put the claim in and the extension of time for collection.

Very truly yours,

BECHTEL BROS.

Roy Bechtel

Roy Bechtel
Partner

STATE HIGHWAY COMMISSION
OREGON
JUN 19 1961
RECEIVED

RB:kh

cc: Mr. A. F. Parsen
Mr. Floyd Query
Reynolds Insurance Co.

NOTED
FLOYD QUERY

NOTED
W. HEAD

RECEIVED
JUN 15 1961
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH F. HUNTER, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1-3410

5690

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 14, 1961

Bechtel Bros. General Contractors
P. O. Box 792
La Grande, Oregon

Attention: Mr. Roy Bechtel

Gentlemen:

Re: Baker Office Building
Contract No. 3690

A copy of your letter of June 3 regarding the Baker Office Building has been referred to me by Mr. Floyd Query, Secretary to the Highway Commission.

Your letter of June 3 mentions a claim against the State in the amount of $1,254 for changes made in the mechanical work, and also mentions a 21-day extension of time on this project.

These claims have been investigated by this office, as well as the request for an extension of time, and the results of our findings were transmitted to you by letter of February 23. In that letter you were told that we would not entertain any claim for changes in the mechanical system, and that we could find no reason under the contract for the extension of time.

No new information has been received from our field forces or the Division Office, and the position stated in my letter to you of February 23 is still the position that we must take in denying your claim and denying your request for an extension of time.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm
cc: Mr. A. F. Parson
Mr. Floyd Query
Mr. George Hopkins

NOTED
FLOYD QUERY

RECEIVED
JUN 14 1961
FOR FILING

1-2-110
4470

June 13, 1961

U. S. Fidelity & Guaranty Company
201 Portland Trust Building
Portland 4, Oregon

Gentlemen:

We have received notification from the Secretary of State, dated June 7, 1961, that the claim of Mann Plumbing and Heating Company in the amounts of $4,044.00 and $1,254.00 against Bechtel Brothers on our Contract No.5690 has now been filed in his office. The Secretary of State has assigned his file No. 3827 to this claim.

The description of this claim was outlined in our letter to you of June 6, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:rv

NOTED ON CARD

FORM E-122-B 30M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 5, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Mr. Stephens:

Attached are claim letters for filing in the amounts of $4,044.00 and $1,254.00, received from Banta, Silven, Horton & Young, Attorneys, on behalf of Mann Plumbing & Heating Company, Baker, for labor and materials furnished to Bechtel Bros. of LaGrande. This appears to be in connection with the Bechtel Bros. contract, 5690, Baker Office Building in Baker County.

The U. S. Fidelity & Guaranty Company, through Reynolds Insurance Agency, LaGrande, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

File # 3827

FILED
JUN 7 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

cc

RECEIVED
JUN 13 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 14 1961
FOR FILING

1-3-110

5690

June 13, 1961

U. S. Fidelity & Guaranty Company
Lotus M. Conser, Manager
201 Portland Trust Building
Portland 4, Oregon

Gentlemen:

We have received notification from the Secretary of State, dated June 7, 1961, that the claim of North Coast Electric Company in the amount of $1,012.84 against City Electric Service on our Contract No. 5690 has now been filed in his office. The Secretary of State has assigned No. 3828 to this claim.

A description of the claim was outlined in our letter to you of June 6, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:rv

NOTED ON CARD
dc

FORM E-183-X 50M 1-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 6, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Mr. Stephens:

Attached is a claim letter for filing in the amount of $1,012.84 received from North Coast Electric Co., Portland, advising that City Electric Service owe them this amount in connection with the Baker Office Building construction. This appears to be in connection with the Bechtel Bros. contract, 5690, Baker Office Building project in Baker County.

The U. S. Fidelity & Guaranty Company, through Reynolds Insurance Agency, LaGrande, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

File # 3828
FILED
JUN 7 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query,
Secretary

cc

RECEIVED
JUN 13 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 13 1961

FOR FILING

1-3410

5690

June 12, 1961

Bechtel Bros. General Contractors
P. O. Box 792
La Grande, Oregon

Attention: Mr. Roy Bechtel

Gentlemen:

This is to acknowledge your letter of June 8 concerning two claims filed against Contract No. 5690 awarded to you for construction of the Baker Office Building in the City of Baker.

Your letter mentions changes that were made in the contract and additional costs incurred thereby, and also involves a request for an extension of time. We are, therefore, forwarding copies of your letter to Mr. Ivan Merchant, our Bridge Engineer, and Mr. A. F. Parson, Division Engineer in La Grande.

The claims that you mentioned have been filed in this office and further correspondence concerning them is probably not necessary at this time.

The granting or denying the extension of time, and payment for changes in the contract are matters which will have to be passed on by the engineers.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Reynolds Insurance Agency
La Grande
Oregon

Mr. Ivan D. Merchant
Mr. A. F. Parson, La Grande

FQ:fp

Bechtel Bros. General Contractors

COMMERCIAL AND INDUSTRIAL BUILDING AND EXCAVATING

P. O. Box 792 Two Phones—WO 3-4115 WO 3-4116

LA GRANDE, OREGON

June 3, 1961.

Mr. Floyd Query, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

In answer to your letter of June 6th in regards to the two claims that have been filed on the Baker Office Building job. We would like to draw your attention to the fact that some changes were made in the boiler room in which both the mechanical and electrical sub-contractors were involved and as yet no decision has been made as to who is going to pay the costs of the changes. The change was authorized by the state inspector on the job directly to the electrical contractor and we as the general contractor was neither notified nor consulted in either written or oral form. The mechanical has sent in an additional billing of $1,254.00 plus considerable time involved in making these changes for which we have previously asked for an extension of time in the amount of twenty-one (21) days. We do not feel that we should be pentalized for the additional time used and the additional expenses in making these changes as it was done under the supervision of the states inspector. We are sending our claim in for this additional cost plus the twenty-one (21) working days due to the cause of these changes that were made. The job was completed and accepted March 3, 1961 and as yet we have not received a final certificate of payment on the contract and unless something is done in the near future we will turn it over to our attorney for collection.

In checking with the suppliers who furnished the materials for the Mann Plbg. and Heating Co., we found that he still owes them $2,715.00 and the balance due Mr. Mann on the contract is $4,044.00 and we are in a position to pay this any time a satisfactory agreement can be made to the additional costs of the changes and the time that was involved in making this additional change.

In regards to the claim that has been filed against our bond by the City Electric Service Co. of Baker supplier, since the City Electric Co. of Baker was also involved in the changes that were made, we have held up the retainage of $991.58 and when the job is settled we will also pay the North Coast Electric Co. and City Electric Service Co. with a check made payable to both in the amount of $991.58.

We will appreciate a reply as to your decision as soon as possible.

Bechtel Bros. General Contractors

COMMERCIAL AND INDUSTRIAL BUILDING AND EXCAVATING

P. O. Box 792 Two Phones—WO 3-4115 WO 3-4116

LA GRANDE, OREGON

We are returning the copies of the forms in regards to the additional time that was requested as in checking this request we note that it has been typed in that the contractor requested the change in plans. This statement is not true as we did not request this change, therefore we are returning it for your further study and approval, since it was recommended for approval by Mr. Parsons, division engineer, and it is our feelings that he would be better informed of the condition of this work than someone out of the area.

Very truly yours,

BECHTEL BROS.

Roy Bechtel
Partner

RB:kh

cc: Mr. A. F. Parson.
United States Fidelity & Guaranty Co.
Reynolds Insurance Agency.

RECEIVED
JUN 9 1961
OREGON
STATE HIGHWAY COMMISSION

E-520 (Rev.)—SHC—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 18, 19 61

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 140 days to 164 days, within which to complete our Contract No. 5690, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: See attached letter

Respectfully submitted,

Bechtel Bros.
Contractor

By [signature]

CONSENT OF SURETY

Date January 18, 19 61

We, UNITED STATES FIDELITY & GUARANTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Chas. H. Reynolds, Attorney-in-fact

(SEAL)

REYNOLDS INSURANCE AGENCY
Resident Agent

By [signature]

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5690 Contractor Bechtel Brothers

Highway State Maintenance Yards, Baker, Orego

Section --

Kind of Work Building Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

As the change in plans was requested by the contractor and not by the Highway Department it is recommended that the request be denied.

Recommended for Approval:

R D Parsons

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	5690
Project designation	State
Date awarded	5-10-60 State-Federal
Work started	5-31-60
Per cent completed	99.9+% 1-16-61
No. of Workdays Allowed	140 Rev
No. of Workdays Used	161
No. of Added Workdays Requested	24

RECEIVED
JUN 7 1961
FOR FILING
1-3410
5690

June 6, 1961

U. S. Fidelity & Guaranty Company
Oregon Bank Building
Portland, Oregon

Gentlemen:

A claim letter dated May 22 has been received from North Coast Electric Co., Portland, advising that the City Electric Service, subcontractor, are them $1,012.84. This appears to be in reference to the Hospital Proc. contract, 5690, Baker Office Building, construction in Baker County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Oerry,
Secretary

CWH:mg
Encl.
cc: Reynolds Insurance Co.
Boebel Bros.
M. K. McIver
Glenn L. Jackson
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

RECEIVED
JUN 7 1961
FOR FILING

1-3410

5690

June 6, 1961

U. S. Fidelity & Guaranty Company
Oregon Bank Building
Portland, Oregon

Gentlemen:

Claim letters dated April 13, 1961 and May 26, 1961 have been received from Banks, Oliver, Horton & Young, Attorneys, in Baker, on behalf of Vern Plumbing & Heating Co., Baker, advising that Bechtel Bros. owe them for labor and materials in the amounts of $4,044.00 and $1,254.60. This appears to be in connection with the Bechtel Bros. contract, 5690, Baker Office Building in Baker County.

These claim letters have been forwarded to the Secretary of State for filing. Attached are copies for your information.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query,
Secretary

CWH:mg
Encl.
cc: Reynolds Insurance Agency
Bechtel Bros.
M. K. Walker
Glenn L. Jackson
W. C. Williams
Forrest Cooper

NOTED ON CARD

RECEIVED
JUN 7 1961
FOR FILING

RECEIVED
JUN 7 1961
FOR FILING

1-3410

5690

June 6, 1961

North Coast Electric Co.
625 N. W. Everett Street
Portland 9, Oregon

Attention: John V. Callaghan
Credit Manager

Dear Mr. Callaghan:

This is to acknowledge receipt of your claim letter of May 22, which was addressed to the U. S. Fidelity & Guaranty Co., Portland, advising that the City Electric Service of Baker owe you $1,012.84 on Oregon State Highway Contract 5690. This appears to be in connection with the Bechtel Bros. contract, 5690, Baker Office Building construction in Baker County.

So that there be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing.

In the meantime, this information will be noted in the records, and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query,
Secretary

CWH:mg

NOTED ON CARD

PORTLAND
SEATTLE

625 N. W. EVERETT ST.
BROADWAY 2681

NORTH COAST ELECTRIC CO.

WHOLESALE

ELECTRICAL SUPPLIES

PORTLAND 9, OREGON

May 22, 1961

U. S. Fidelity & Guaranty Co.
Oregon Bank Building
Portland, Oregon

Dear Sir:

This is to advise that the North Coast Electric Co. was the material supplier to the City Electric Service at 1923 Court St., Baker, Oregon, the electrical contractor on the Oregon State Highway Contract #5690 with Bechtel Brothers covering the construction of the Baker Office Building at Baker, Oregon.

We are advised that you are the surety on this contract, Bond #58766-12-567-60.

The City Electric Co. is indebted to the North Coast Electric Co. in the amount of $1,012.84, for which we have not been paid.

We would appreciate your remittance to cover this amount, guaranteed by the bond.

Very truly yours,

NORTH COAST ELECTRIC CO.

John V. Callaghan
Credit Manager

JVC/ss
cc: Ore. St. Highway Comm.
Bechtel Brothers
City Electric Serv.

RECEIVED
MAY 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 7 1961
FOR FILING
1-3410
5690

June 6, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Mr. Stephens:

Attached is a claim letter for filing in the amount of $1,012.84 received from North Coast Electric Co., Portland, advising that City Electric Service owe them this amount in connection with the Baker Office Building construction. This appears to be in connection with the Bechtel Bros. contract, 5690, Baker Office Building project in Baker County.

The U. S. Fidelity & Guaranty Company, through Reynolds Insurance Agency, LaGrande, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Cuery,
Secretary

CWH:mg
cc

NOTED ON CARD
dc

PORTLAND
SEATTLE

625 N. W. EVERETT ST.
BROADWAY 3631

NORTH COAST ELECTRIC CO.

WHOLESALE

ELECTRICAL SUPPLIES

PORTLAND 9, OREGON

May 22, 1961

U. S. Fidelity & Guaranty Co.
Oregon Bank Building
Portland, Oregon

Dear Sir:

This is to advise that the North Coast Electric Co. was the material supplier to the City Electric Service at 1923 Court St., Baker, Oregon, the electrical contractor on the Oregon State Highway Contract #5690 with Bechtel Brothers covering the construction of the Baker Office Building at Baker, Oregon.

We are advised that you are the surety on this contract, Bond #58766-12-567-60.

The City Electric Co. is indebted to the North Coast Electric Co. in the amount of $1,012.84, for which we have not been paid.

We would appreciate your remittance to cover this amount, guaranteed by the bond.

Very truly yours,

NORTH COAST ELECTRIC CO.

John V. Callaghan
Credit Manager

JVC/ss
cc: Ore. St. Highway Comm.
Bechtel Brothers
City Electric Serv.

RECEIVED
MAY 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 7 1961
FOR FILING
1-3410
5690

June 5, 1961

Bente, Silven, Horton & Young
1950 Third Street
Baker, Oregon

Attention: T. P. Young

Dear Mr. Young:

This is to acknowledge receipt of your letter of May 23, and photocopy of your letter of May 26, addressed to A. F. Parson at LaGrande.

In your letter of May 26 to Mr. Parson, you state that you represent the Mann Plumbing & Heating Company in Baker, who were subcontractors to Bechtel Bros. on the Baker Office Building Project in Baker County. Your claim letter states that Bechtel Bros. owe your client amounts of $4,044 and $1,254 in connection with this project.

Our records indicate this to be the Bechtel Bros. contract 5690, Baker Office Building, Baker County. This contract was completed March 29, 1961 and accepted by the Oregon State Highway Commission on April 14, 1961.

The U. S. Fidelity and Guaranty Company, through Reynolds Insurance Agency, LaGrande, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and surety for such payment.

So that there be no misinterpretation of the law, we are forwarding your clients claim to the Secretary of State for filing. In the interim, this information will be noted in our records, and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Guery
Secretary

NOTED ON CARD

CWH:mg
cc: A. F. Parson

FORM E-90 2M 3-61 34997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 29, 1961

SUBJECT: Claim - Mann Plumbing & Heating Company
Baker Office Building
Contract No. 5690

To:

Mr. I. D. Merchant
Bridge Engineer
Salem

Herewith, a copy of a letter from Mr. John Horton, Attorney for subject heating company, concerning Mr Mann's claim.

Normally, we do not make final payments until any claims have been settled. Will you please advise our Accounting Division, and also advise Mr. Horton concerning this claim.

A. F. Parson
Division Engineer

AFP:gb

cc John S. Horton
George Hopkins
F. A. Query

#2715

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 31 1961 PM
7,8,9,10,11,12,1,2,3,4,5,6

Law Offices
SANTA, SILVER, HORTON & YOUNG
1000 THIRD STREET
SALEM, OREGON

May 26th, 1961

Mr. A. F. Parsons
District Engineer
State Highway Department
LaGrande, Oregon

Re: Baker State Office Building
Mann Plumbing & Heating Company Claim

Dear Mr. Parsons:

We represent Mann Plumbing & Heating Company in Baker, Oregon, who were sub-contractors of Bechtel Bros. general contractors in LaGrande, on the plumbing and heating contract for the State office building in Baker. We enclose copy of letter of April 13th directed to Bechtel Bros. on behalf of the Mann Plumbing & Heating which is self-explanatory.

The original contract price was $28,929.00 for which extras were authorized in the amount of sewer, $120.00, manhole, $300.00, fire hose, $195.00, totaling $29,544.00. Our client was paid $4,000.00 on October 20th, 1960, $18,500.00 on January 7th, 1961, and $3,000.00 on February 28th, 1961, leaving a balance due of $4,044.00. Neither this sum nor the claim for $1254.00 as outlined in the enclosed copy of letter have been paid by Bechtel Bros. Notice of this claim has been given to the State Highway Department at Salem, but we have received no response in regard to the matter.

Believing that you are in immediate charge of the construction of this building, we are forwarding this information to you with the hope that you may be able to see if something could be done regarding the matter.

With personal regards from the writer, we remain,

Very truly yours,

SANTA, SILVER, HORTON & YOUNG

RECEIVED
MAY 29 1961
DIVISION OF
LA GRANDE

JSH:bb

HAROLD BANTA
DAVID C. SILVEN
JOHN S. HORTON
THOMAS F. YOUNG

LAW OFFICES
BANTA, SILVEN, HORTON & YOUNG
1950 THIRD STREET
BAKER, OREGON
JACKSON 3-4442

NICHOLS & HALLOCK
1919-1922
NICHOLS, HALLOCK & DONALD
1923-1929
HALLOCK, DONALD & BANTA
1930-1945
HALLOCK, DONALD, BANTA & SILVEN
1946-1950
HALLOCK, BANTA, SILVEN & HORTON
1951-1954
BANTA, SILVEN & HORTON
1955-1959

May 23rd, 1961

REFERRED TO
Ivan Merchant
BY SECRETARY
returned to Grace 6/1

#5590

Oregon State Highway Department
Salem, Oregon

Gentlemen:

By letter dated April 12th, 1961, this office forwarded to you a copy of a demand submitted to Bechtel Bros., General Contractors, LaGrande, Oregon, in behalf of Mann Plumbing & Heating Company, with reference to the Baker state office building contract, which demand consisted of additional materials and labor furnished by the plumbing contractor.

By letter dated May 4th, 1961, Bechtel Bros. advised this office that they were submitting this extra charge to the Highway Department.

We would now appreciate knowing the status of this request. Our client, Mann Plumbing & Heating Company, is very desirous of bringing this matter to a conclusion.

Very truly yours,

BANTA, SILVEN, HORTON & YOUNG

By Thomas F. Young

TFY:bb

RECEIVED
MAY 25 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 7 1961
FOR FILING

1-3410

5690

I

June 5, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Mr. Stephens:

Attached are claim letters for filing in the amounts of $4,044.00 and $1,254.00, received from Banta, Silven, Norton & Young, Attorneys, on behalf of Mann Plumbing & Heating Company, Baker, for labor and materials furnished to Bechtel Bros. of LaGrande. This appears to be in connection with the Bechtel Bros. contract, 5690, Baker Office Building in Baker County.

The U. S. Fidelity & Guaranty Company, through Reynolds Insurance Agency, LaGrande, furnished the performance bond on this contract.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

CWH:mg
cc

NOTED ON CARD
dc

RECEIVED
JUN 5 1961
FOR FILING

1-3410

5690

May 31, 1961

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Gentlemen:

We have received notification from the Secretary of State, dated May 25, 1961, that the claim of McDermott-Trane Service Agency, Portland, in the amount of $2,715.00, against Bechtel Brothers, La Grande, on our Contract #5690, has now been filed in his office. The Secretary of State has assigned his File #3821 to this claim.

A description of the claim was outlined in our letter to you of May 24.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

fp

NOTED ON CARD

FORM E-122-X 500M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 24, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing, in the amount of $2,715.00, received from McDermott-Trane Service Agency, Portland, for material and labor furnished to Francis E. Mann, subcontractor to Bechtel Brothers.

This appears to be in connection with State Highway Contract No. 5690 with Bechtel Brothers for construction of the Baker Office Building in Baker County.

The U. S. Fidelity & Guaranty Company, through Reynolds Insurance Agency, La Grande, furnished the performance bond on this contract.

Please acknowledge receipt of this claim letter on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

File # 3821
FILED
MAY 25 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 26 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 25 19[illegible]
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 26 1961
FOR FILING
1-3412
5690

May 25, 1961

Grant, Fuchs, Rose & Daron
Law Offices
1928 Court Street
Baker, Oregon

Gentlemen:

This is to acknowledge receipt of your letter concerning the Bechtel Brothers Contract 5690, Baker Office Building in Baker County.

The surety furnishing the performance bond on this contract is the US Fidelity and Guaranty Company through Reynolds Insurance Agency, LaGrande. This contract was completed March 29, 1961 and was accepted by the State Highway Commission on April 14, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:rj

GRANT, FUCHS, ROSE & DARON
LAW OFFICES
1928 COURT STREET

A. S. GRANT
ARMAND H. FUCHS
GENE C. ROSE
HAROLD M. DARON

BAKER, OREGON

May 23rd. 1961

State Highway Commission
State of Oregon
Salem, Oregon

Re: State Contract No. 5690.

Attention: Mr. Floyd Query.

Dear Mr. Query:

Our offices represent City Electric in Baker, Oregon, which had the electrical contract in connection with the above entitled matter wherein the Oregon State Highway Commission built an office building in Baker, Oregon. To date the prime contractor, Bechtol Brothers of LaGrande, Oregon, have an unpaid balance due and owing in the sum of $991.51 to the City Electric.

I would very much appreciate it if you could tell me the name of the insurance company which furnished the performance bond and inform me as to whether or not the contract has been accepted and if so, the date of acceptance in order that a notice might be filed pursuant to ORS 279.526.

With very best wishes, I remain

Very truly yours,

Gene C. Rose

GCR-m
cc A. F. Parson
Division Engineer
Box 908
LaGrande, Oregon

CC, please reply
TG

RECEIVED
MAY 24 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAY 25 1961
FOR FILING
1-3410
5690

I

May 24, 1961

McDermott-Trane Service Agency
1200 S. E. 7th Avenue
Portland 14, Oregon

Attention: Mr. Bruce Adams

Gentlemen:

This is to acknowledge receipt of your claim letter of May 22 in the amount of $2,715.00 for material and labor furnished to Francis E. Mann, subcontractor to Bechtel Brothers. This appears to be in connection with State Highway Contract No. 5690 with Bethtel Brothers for construction of the Baker Office Building in Baker County.

This contract was completed March 29, 1961, and accepted by the State Highway Commission April 14, 1961. The U. S. Fidelity & Guaranty Company, through Reynolds Insurance Agency, La Grande, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the interim, we are noting this information in our records and will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

Factory Authorized Service for Trane Air Conditioning Equipment

McDERMOTT-TRANE SERVICE AGENCY

1200 S. E. 7TH AVENUE
PORTLAND 14, OREGON

May 22, 1961.

Floyd A. Query, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Baker State Highway Office Building - Job #8757
General Contractor - Bechtel Construction Co., LaGrande, Ore.
Mech. Contractor - Francis E. Mann, Baker, Oregon

Subject: Collections

Dear Sir:

We supplied material and labor to Francis Mann for the air conditioning system on this project.

At present there is $2,715.00 still unpaid to us. We have notified Bechtel Bros. Construction Company by letter of this unpaid balance.

Please accept this letter as our statement of claim for $2,715.00 on this project.

Very truly yours,

McDERMOTT--TRANE SERVICE AGENCY

Bruce Adams

Bruce Adams

BA/fm

RECEIVED
MAY 23 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 12 1961
FOR FILING

1-3410

5690

Files

May 24, 1961.

#5690

North Coast Electric Co.,
625 N. W. Everett St.,
Portland 9, Oregon.

Gentlemen:

We are writing in answer to your letter dated May 22nd, which we received this morning. In regards to the amount due you on the Baker State Office Building job, this job has not been finaled out yet and we are holding retainage on the City Electric Company of Baker in the amount of $991.58, which we will pay according to our sub-contractor's agreement with City Electric Company, as soon as the job has been accepted and we receive our final payment. We will at that time make the check out payable both to North Coast Electric Company and City Electric Company in the amount of $991.58.

Very truly yours,

BECHTEL BROS.

Roy Bechtel

Roy Bechtel
Partner

cc: Oregon State Highway Commission.
U. S. Fidelity & Guaranty Co.
City Electric Service.

RECEIVED
MAY 25 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAY 25 1961
FOR FILING
1-3410
4690

May 24, 1961

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Joshua H. Conser
Manager

Gentlemen:

A claim letter, dated May 22, 1961, has been received from McDermott-Trane Service Agency, Portland, advising that Francis X. Mann, subcontractor to Bechtel Brothers, owe them for material and labor in the amount of $2,715.00.

This appears to be in connection with State Highway Contract No. 5690 with Bechtel Brothers for construction of the Baker Office Building, Baker County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Reynolds Insurance Agency
La Grande
Oregon

Bechtel Brothers
P. O. Box 792
La Grande, Oregon

NOTED ON CARD
dc

Commission
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
MAY 25 1961
FOR FILING

1-3410
5690

I

May 24, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing, in the amount of $2,715.00, received from McDermott-Trane Service Agency, Portland, for material and labor furnished to Francis E. Mann, subcontractor to Bechtel Brothers.

This appears to be in connection with State Highway Contract No. 5690 with Bechtel Brothers for construction of the Baker Office Building in Baker County.

The U. S. Fidelity & Guaranty Company, through Reynolds Insurance Agency, La Grande, furnished the performance bond on this contract.

Please acknowledge receipt of this claim letter on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD
dc

April 13th, 1961

Boehtel Bros.
General Contractors
P.O. Box 792
LaGrande, Oregon

Re: Nunn Plumbing & Heating Co.
Baker State Office Building contract

Gentlemen:

We have been contacted by Mr. Francis Nunn of Nunn Plumbing & Heating Company in Baker, Oregon, relative to his sub-contract agreement with your concern.

Mr. Nunn wishes us to advise you that by reason of a modification and departure from the original plans and specifications on the State building in Baker, Oregon, by changing electrical panel "A" as planned in Boiler 16 on sheet 8 of drawing number 1566, by moving the same from the north wall as on said specifications, to the south wall of said room, without notification to or approval of the said Francis Nunn as plumbing contractor, that it became necessary for the said plumbing contractor to move a converter planned to be set on the south wall of said boiler room 16 into the corner of said room, thus requiring a change in all fittings at an additional cost of labor and material to the said Nunn Plumbing & Heating Company in the sum of $125.00 over and above the contract price and extras of $29,544.00. On behalf of said Nunn Plumbing & Heating Company, demand is herewith made upon you for the payment of the sum of $125.00 in addition to the balance of $5,044.00 still due under the terms of said contract.

Very truly yours,

BAETA, SILVER, BORTON & EDUND

By

cc -

RECEIVED
APR 7 1961

FOR FILE

1-3410

5690

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1961

SUBJECT:

To: Mr. D. B. Parkes
Contract Payments Engineer
O F F I C E

Bechtel Brothers completed work on the Baker Offic Building, Contract #5690, on March 29, 1961.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

CAG:nk

cc: Floyd Query

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
MAR 17 1961
FOR FILING

1-3410

5690

March 15, 1961

North Coast Electric Co.
625 N.E. Everett Street
Portland 9, Oregon

Attention: Mr. Roy J. Ford
Credit Manager

Gentlemen:

This is to acknowledge your letter of March 10, addressed to the Secretary of State, concerning information on State Highway Contract No. 5690 with Bechtel Brothers, covering construction of the Baker Office Building in Baker County.

The surety on this contract is the U.S. Fidelity and Guaranty Company, through Reynolds Insurance Agency, LaGrande.

Our Bridge Division informs us that this building contract is approximately 98% complete as of March 10.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

CWH:jmc

PORTLAND
SEATTLE

625 N. W. EVERETT ST.
CAPITOL 8-5111

NORTH COAST ELECTRIC CO.

WHOLESALE
ELECTRICAL SUPPLIES
PORTLAND 9, OREGON

March 10, 1961

Secretary of State
Salem
Oregon

Dear Sir:

Reference is made to Contract #5690, entered into by the State of Oregon and Bechtel Brothers Builders, La Grande, Oregon, for the construction of the State Office Building at Baker, Oregon.

We would appreciate your advising us of the name and address of the bonding company who wrote the surety bond for the general contractor under this contract. In addition, please advise whether or not this job has been formally accepted, and if so, what was the acceptance date.

As we have not been paid in full for the materials furnished to the electrical subcontractor on this job, it is our intention to file a formal claim with the bonding company and with your office.

Yours very truly,

NORTH COAST ELECTRIC CO.

Roy J. Ford

Roy J. Ford
Credit Manager

RJF/ss
cc/ City Elec Service, Baker
Bechtel Bros Bldrs, La Grande

RECEIVED
MAR 15 1961
OREGON
STATE HIGHWAY COMMISSION

Approx- 98% complete as of March 10th
Bill Garrett

RECEIVED
MAR 13 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 23 1961

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1-3410

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
La Grande, Oregon
January 19, 1961

Francis Mann
2238 19th Street
Baker, Oregon

Dear Sir:

I have your letter of January 17, 1961, regarding the fact that Bechtel Bros., still owe you a balance of $7,044.00 for plumbing work on the Baker Office building.

In as much as the contractor, Bechtel Bros., have not been paid their final payment on this building we will take no action on this claim at the present time. However, at the end of sixty days of elapsed time, if you still feel that you have a claim on Bechtel Bros., please notify us again; this in order that we do not make final payment until all claims are satisfied.

Very truly yours,

A. F. Parson
Division Engineer

AFP:gb
cc - Floyd Query
E. Rodrigues

NOTED
FLOYD QUERY

FRANCIS MANN

Complete Plumbing Service
2238 15th St. Phone 1478

Baker, Oregon, January, 17, 1961 195

Sold to _____

_____

Date | Debits | Credits

Mr. Parsons
State Engineer
LaGrande, Ore.

Dear Mr. Parsons,
It is my understanding that you wished to know whether we had been paid in full for our job on the Baker State Office Building.
Bechtel Bros. still owe us a balance of $7044.00

Sincerely Yours,

Mrs. Fonne Mann

RECEIVED
DIVISION OFFICE
LA GRANDE

RECEIVED
OCT 20 1960
FOR FILING
1-3910
5690

October 19, 1960

Mr. Chas. H. Reynolds
Post Office Box 898
La Grande, Oregon

Dear Chas:

The other day you asked me to make a check on the payments to Bechtel Bros. for its Estimate No. 3 on the Baker Office Building.

I find that this matter has been delayed primarily because the contractor failed to send us a substantiating certificate indicating that he had complied with all wage and hour laws. Our people tell me that Bechtel Bros. has been a bit slow in this regard.

I am further informed that the estimate is now released and Bechtel Bros. should have it by the time you get this letter.

I would like to close by asking you a question which I am sure you will be able to answer: "Has Ray Rogers finished the Glover-Perry paving project?"

Kindest personal regards.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED
OCT .. 1960
FOR FILING
1- 3410
5690

Salem, Oregon
October 18, 1960

Baker Office Building

Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

I have checked our records on payments to Bechtel Bros., contractors on this project. Estimate No. 3, concerning which Mr. Reynolds had 'phoned you, was received in this office on Sept. 20. It was not accompanied by the State wage certificate, which had to be submitted and without which it cannot clear the auditors. We wrote Bechtel and finally got this certificate and processed the voucher for payment immediately.

For your information, I will add that we now have another estimate in on this same project, which again does not have the State wage certificate and cannot be processed until we receive it.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

FORM S-129

RECEIVED
JUN - 7 1960
FOR FILING
1-2410
5690

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Bechtel Brothers
2107 Depot Street
La Grande
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5690, awarded May 10, 1960, for building construction of the Baker Office Building, Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
MAY 12 1960
FOR FILING
1-34-2
5690

A

May 11, 1960

Bechtel Bros.
Box 792
La Grande, Oregon

Gentlemen:

The State Highway Commission on May 10, 1960 awarded to you State Highway Contract No. 5690 for construction of the Baker Office Building in Baker County.

This award was based on your bid of $96,583, which was the low bid submitted to the Commission on May 10, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC
I. D. Merchant

RECEIVED
NOV 25 1959
FOR FILING
1-3410
5690

November 24, 1959

Building & Construction Trades Council
A.F.L. - C.I.O.
Baker, Oregon

Gentlemen:

Pursuant to Chapter 627, Oregon Laws of 1959, we are required to set forth minimum hourly rates of pay for trades and occupations engaged in public works.

We plan to call for bids for the construction of an office building in Baker on January 19, 1960, and need prevailing rates of pay, at Baker, for workmen engaged in such work.

We have rates of pay for the classifications of heavy construction workmen as set out in the AGC State-wide labor agreements, but they do not cover many of the building trade occupations, such as asbestos workers; boiler makers; bricklayers; building laborers; electrical workers; glass workers; lathers; marble masons; linoleum, carpet and soft tile layers; painters; plasterers; plumbers and steam fitters; roofers; sheet metal workers, and tile setters.

Any rates, effective as of January 19, 1960, you could furnish us, along these lines, a copy of a master list of rates, expiration dates, etc., would be much appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

VGO:er

RECEIVED
... 1959
FOR FILING

1-3410

5690

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1959

SUBJECT: Baker Office Building

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
BUILDING

I am submitting herewith a description sketch, title information and a copy of a description on a previously signed option pertaining to property we wish to obtain from John W. Christy et ux in connection with our proposed office building in Baker.

The purchase of this property is desirable as it will allow us to open up Myrtle Street directly into South Bridge Street so that it will line up with the entrance to our proposed office building.

If you concur in our recommendation that this land be purchased, will you please submit the enclosed data to the Construction Department for the preparation of options to be turned over to the Right of Way Department for the purchase of said property.

E. F. Chidsey
Assistant Maintenance Engineer

EFC:pa
encl.
cc: Walter Wright
A. F. Parson

FILED
P. M. STEPHENSON

Form E-308—RM—12-60

File No. .....

OREGON STATE HIGHWAY COMMISSION

Grantor John W. Christy Mail Address Baker, Oregon

Pearl Christy Agent Baker, Oregon

Section Baker Maintenance Station Highway .....

County Baker Purpose Right-of-Way

REAL ESTATE OPTION

IN CONSIDERATION of the surveys and plans that have been made or will be made and the purpose of the State to construct, reconstruct, improve, maintain, supervise, and/or repair the portion, or portions, of the highways of the State for which the real property hereinafter described is or may be necessary or desirable, or, in consideration of the plans and purpose of the State to improve, supervise, maintain, and operate the said property for public park, scenic, recreational, camping, roadside development or parking purposes, and in consideration of the hereby acknowledged benefits that will inure thereby to us or to the public, whether tangible or not, we the undersigned, hereby give and grant to the State of Oregon, by and through its State Highway Commission, upon the terms and conditions hereinafter stated, the option to buy the following described real estate in the State of Oregon, to wit:

A parcel of land lying in the SE¼ NW¼ of Section 21, Township 9 South, Range 40 E.W.M., Baker County, Oregon, and being a portion of the following described property:

That tract of land which was conveyed by that certain deed to Pearl Christy recorded in Book 125, Page 356 of Baker County Record of Deeds.

The said parcel being described as follows: All that portion of said tract of land lying north of the south line of Myrtle Street extended.

Containing 2320 square feet more or less outside any existing public right of way.

The State Highway Commission shall have the irrevocable right to elect to purchase under this option at any time within 6 **months from date hereof, and we agree to execute to the State of Oregon, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken,** and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, be deemed to include all structures, buildings, fixtures, trees, shrubbery and all other items of every nature whatsoever which are on the property herein described. It is further understood and agreed that we will furnish, without cost to the State, good and merchantable title, in a form satisfactory to the State, as a condition precedent to the making of compensation. Upon execution and delivery of said deed, and the clearing of title satisfactory to the State, the undersigned, in the usual course and through the usual channels of auditing claims against the State, shall be paid the sum of Five Hundred and No/100 - - - - - - - - - - - - - - - - -

DOLLARS ($ 500.00), (including $..... as fencing allowance) .....

as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the State shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the State shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and if the State has called, or should call, for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the State for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by State, from the amount to be allowed by State for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the State, before moving, to an extent sufficient to render the same unusable, the State shall not be obligated to make payment for the cost of moving or re-establishing the same.

All fencing constructed or moved or caused to be constructed or moved by the State shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move said fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. State may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

Grantor to remove trees, shrubs and rock wall for his own use

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the State in connection with the real property herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The State shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of the State of Oregon or of the State Highway Commission shall be binding on, or of any effect against, the State or the State Highway Commission.

☛ **The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the State in the event this offer is accepted and the option exercised by the State are included in this option.**

All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived.

Dated this 26 day of August, 19 54.

Witnesses:

M M Stump

Mina L Rees

× Delos W Christy [SEAL]

× Cecil C Christy [SEAL]

[SEAL]

[SEAL]

SCHEDULE OF MOVING WORK:

State Printing Dept. 44901

93.5 95.2 95.7 96.0 96.6

Property line

Maint. Storage Bldg.-

93.4 94.6 94.8 95.6 96.1

93.3 93.8 94.3 95.3 96.0

Water Line

Pole

Power Pole

93.0

So. Bridge St.-

House - Has Basement
No Water Trouble

90.5

East Street

89.8 – Top of Manhole Cover

89.3 – Bottom of Sewer

Sewer Line

Manhole (approx. 250' from Building Site

Alley-

Myrtle Street

Elevations, Location of Water Line & Power Pole -
Baker Police Bldg. - (Proposed)

Depth of Sewer Information secured from City Engineer
Estimated Cost of Placing Sewer line - 3.50 per Lin. Ft.

of Baker County, Oregon, for the
part of the said John W. Christy, party of the first part, in hand
paid by the said party of the second part, does by these presents grant, bargain, sell and convey unto the said party, his wife, a
one-half interest in the following described premises, to-wit:

Commencing at a point seven hundred eleven feet and eight inches due
North from the Southeast corner of the Southeast quarter (SE¼) of the
Northeast quarter (NE¼) of Section twenty-one (21), Township nine (9)
South range East, (40) East Willamette Meridian, in Baker County, Oregon;
thence due North one hundred ninety-six feet and four inches to the
West boundary of the said State Road; thence Northeasterly along the
said boundary of said road to a point due East of the place of
beginning; thence due West to the place of beginning, being a triangular
tract of land in the Northerly end of that certain tract of land described
in that certain deed of conveyance recorded in Book 96 at page 126 of
Records of Deeds of Baker County, Oregon. The said John W. Christy, grantor
above named, does retain an undivided one-half interest in said prem-
ises, and it is the intention of the said grantor to create an estate by the
entirety in said premises, said estate by the entirety to be held and
retained by the grantor and grantee herein.

TO HAVE AND TO HOLD the said premises, with their appurtenances unto the said Pearl
her heirs and assigns forever, and the said grantor does hereby covenant to and
said grantee, her heirs and assigns, that he is the owner in fee simple of said
that they are free from all incumbrances, and that he will warrant and defend
from all lawful claims whatsoever.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 17th day of May A.D.,

Sealed and Delivered in presence of: JOHN W. CHRISTY (SEAL)
Witnesses:
Howard Bergman

- - - - - -

STATE OF OREGON)
: ss.
County of Baker)

BE IT REMEMBERED, That on this 17th day of May A.D., 1938, personally appeared before me, a Notary Public in and for said County and State, the within named John W. Christy, personally known to me to be the identical person described in and who executed the foregoing instrument, and acknowledged to me that he executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal this the day and year first in this, my certificate, written.

(Seal) HOWARD BERGMAN

- - - - - - - - - - - - - - - - - -

My commission expires 1/4/41.

Filed for record May 17, 1938 at 10:50 A.M.

A.B.Combs, Jr., County Clerk

By Daisy Noe, Deputy.

RECEIVED
APR 3 - 1959
FOR FILING
1-2410
5690

Salem, Oregon
April 7, 1959

Mr. Tom Edwards

Attached is correspondence and a sketch map in regard to the purchase of approximately 30 acres of land adjacent to our present quarters at Baker. Approval for the purchase of this property was given by the Highway Commission at its March 5 meeting.

Will you kindly prepare the necessary descriptions and submit them to the Right of Way Division for the acquisition of this property.

P. M. Stephenson
Assistant State Highway Engineer

PMS:ae

Enclosure

RECEIVED
FEB 19 1959
FOR FILING
1-3410
5690

February 18, 1959

Oregon State Highway Commission

Gentlemen:

In our budget for 1959 we have an item for the construction of an office building in Baker to house the Department of Motor Vehicles, Public Utility Commissioner, Department of State Police, and Highway Department personnel.

To accommodate the new building, it will be necessary to acquire additional ground, which is available adjacent to our present quarters at Baker. Tentative negotiations with the owner for a two-acre plot disclose that he is desirous of selling his entire property of approximately 30 acres at a quoted price of $6,500, or he would sell the two-acre plot at approximately half the cost of the total acreage.

Approximately half of the total acreage is steep hillside property of doubtful value. The rest of the property is level and suitable for our needs and future expansion.

We recommend that the total acreage be acquired and ask your approval to consummate the transaction.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

PMS:er:as

cc to: Mr. P. M. Stephenson
Mr. C. H. Maison

FORM E-50 50M 4-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1959

SUBJECT: Office Building Site - Baker
R/W File No. 19511

To:

P. M. Stephenson
Assistant State Highway Engineer

Building

We have an item of $50,000 in the 1959 Miscellaneous Properties Improvement Budget for the construction of an office building at Baker to house the Motor Vehicle Department, the PUC, the DMS, the State Police, and State Highway resident engineers. Mr. Parson suggested some time ago that we provide office space for 2 resident construction engineers and 1 resident bridge engineer.

In 1954 we had planned an office building to house the State Police, 2 resident engineers, and the DMS, however, this construction was postponed. At that time 1.3 acres of additional ground adjacent to our maintenance site was purchased as a building site as shown on the attached sketch colored in red. Inasmuch as the building proposed for construction at this time is considerably larger than anticipated in 1954 and inasmuch as much more contact with the public is to be expected and much more parking space is to be required, the building site purchased in 1954 is now found inadequate.

The ground lying south of our present site is unimproved farm land, and the owner has been contacted and found agreeable to selling the property. We had originally requested the purchase of an additional 2 acres; however, upon cntacting the owner, we find that he is desirous of selling his entire property and has quoted a price of $6500.

There are approximately 30 acres in the tract, half of which is steep, hillside property which is of doubtful value. The rest of the property as shown in yellow on the attached map is level and suitable for our purposes.

We attach hereto a copy of a letter from Mr. Keasey in which he recommends that the entire tract be purchased. In discussing

NOTED
P. M. STEPHENSON

this matter with him, it was his opinion that the purchase of the two acres originally proposed would cost approximately half the owner's total price due to the fact that the 2 acres includes a big portion of the tract's street frontage.

Mr. Parson agreed with Mr. Keasey's recommendation, and we concur. We feel that the additional area will give us adequate room for off-street parking at the proposed new office building and provide ample room for storage of rock and paving plant set-up. Ownership of the hillside area north of us will also preclude residential development which would eventually lead to complaint concerning our maintenance operations. If some time in the future it is found that we have property in excess of what is actually needed there will be a ready market for it.

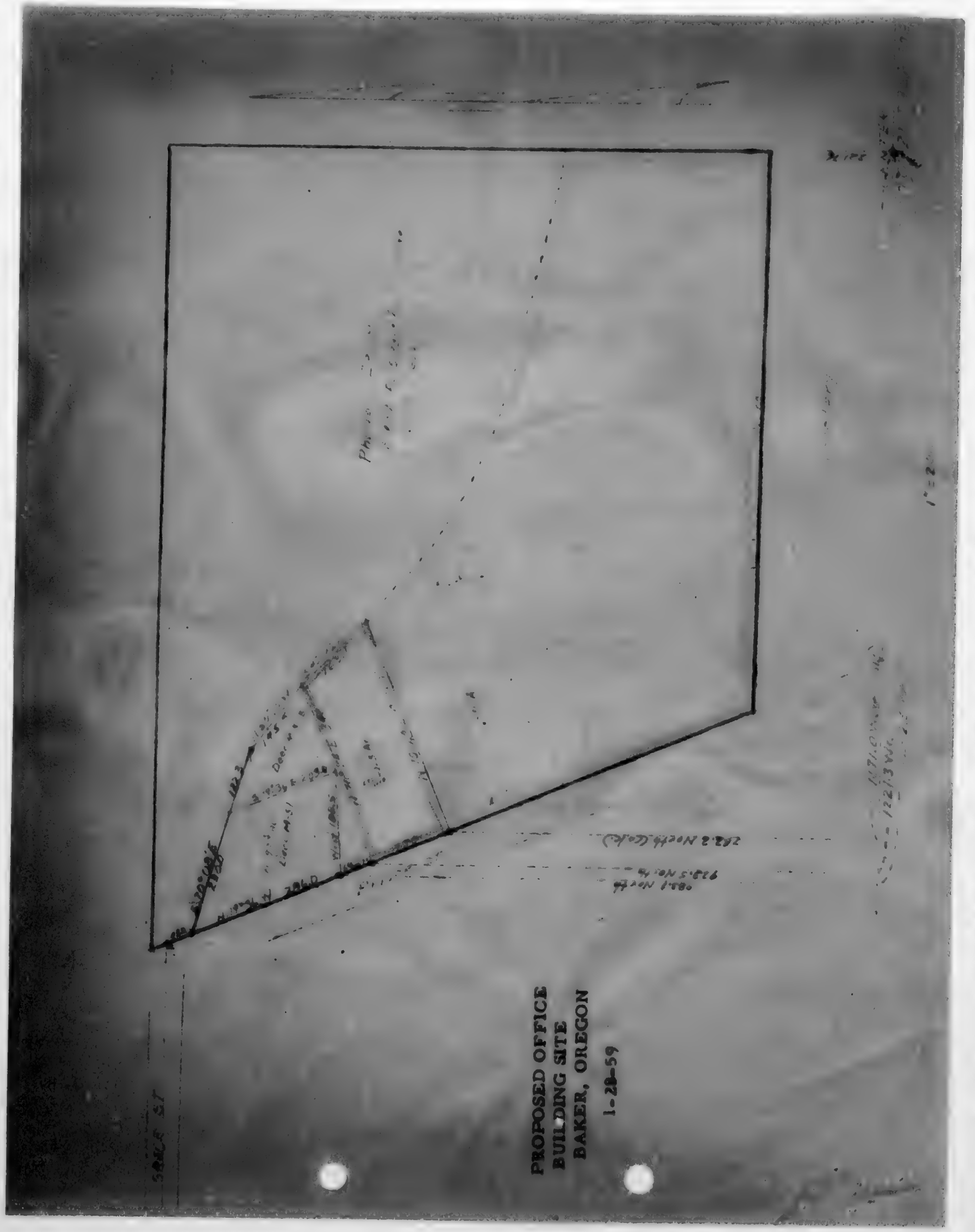
If you concur in this recommendation please forward the attached papers to the Right of Way Division for purchase.

I. A. DeFrance
Maintenance Engineer

IAD:je
Enclosure

CC:A. F. Parson
C. T. Keasey

RECEIVED
JAN 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER


PROPOSED OFFICE
BUILDING SITE
BAKER, OREGON
1-28-59

FORM E-30 25M 9-57 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
Jan. 14, 1959

SUBJECT: Office Building Site - Baker
R/W File No. 19511

To:

A. F. Parson
Division Engineer
La Grande

Attached hereto is a 1" equals 200' plot showing the property for sale east of our present maintenance site in Baker. The Zeller tract is outlined in green and I have also laid out a plot of approximately 2 acres as requested by Mr. DeFrance.

The buildings on our present site have been outlined on the plot.

I have checked with the real estate firm, Curfman and Ullman, who have the property listed for sale and they advise that the owner, Mr. Zeller, is asking $6500 for the entire tract. They could not give me a quotation on the two acre tract without contacting Mr. Zeller in Portland, but the per acre price would be considerably higher since this is the best part of the property. Of the entire tract, I would estimate that approximately one-third would be usable for our purposes. The balance of the property is on a side hill.

I recommend that the entire tract be purchased at this time so that we will have no worry about being crowded for room. A considerable portion of the hillside property could later be sold for residential use.

I am attaching also a statement of information form on this property. Since there has been no transactions on this property since 1952 when our last purchase was made, I have not obtained new deed photostats on this property. There are some 19 pages of probate records which would be required and the old photostats should be on file in Salem.

C. T. Keasey
Dist. Maint. Supt.

CTK:mr
att:

302-1703 Philomath ("M" & College Sts.) Grad. & Pav. Proj. 1960

#5691

4. St. Day street Fund 87

RECEIVED
OCT 2. 1960
FOR FILING
5691

October 20, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5691 for grading-paving the M and College Streets in Philomath, Benton County, was completed by the contractor, Corvallis Sand & Gravel Co., on August 22, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $500.00 will be released to the contractor on or after October 31, 1960. The total contract amount is $16,271.95, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
SEP 21 1960
FOR FILING
303 - 1, F3
5691

September 21, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Corvallis Sand & Gravel Co., on contract #5691 for grading-paving M and College Streets in Philomath, Benton County.

This payment, in the amount of $13,503.95, will be released to contractor on or after October 1, 1960. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)-

302-1703

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 3rd, 1960

Section PHILOMATH (M & COLLEGE STREETS) Kind of work Grading & Paving

Highway City Street County Benton Section prefix 302-1703

Contractor Corvallis Sand & Gravel Co. Contract number 5691

Date of contract May 10th, 1960 Specified work days 50 Beg. 6-13-60

Date work started August 1st, 1960 Work days used 49

Project authorization . . . . . $ 18,490.50 Per cent of time elapsed 98.0 %
Exclusive of engineering . . . . $ 17,175.62

Estimated cost of completed project, exclusive of engineering . . . . . $ 16,271.95

Estimated per cent [redacted] or underrun . . . . . - 5.3 %

Per cent of contract completed, based on estimated cost . . . . . 100.0 %
Engineering authorization . . . . $ 1,314.88

Engineering cost to date $ 1,160.83, 88.4 % Date project was completed August 22nd, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%		100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project complete.

F I N A L R E P O R T

Semi-final Estimate will be delivered to Division Office by Sept. 8, 1960.

[redacted] SEP 6 1960

NOTED

[redacted]

Note
M. N. Juve

Signed .....

R. L. MacIntyre, Res. Eng.

Address 1101 N. Pacific Hwy., Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.27	0.27			0.27
Miles partially completed	0.27	0.27			0.27
Miles completed	0.27	0.27			0.27
Total estimated quantities (contract)	3,000	2,700			660
Total quantities corrected to date	3,151.5	2,621			665
Estimated quantities moved or placed to date	3,151.5	2,621			665
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day	0				
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Pt. Cloudy		
Tuesday	Rain Fair		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Clearing		
Saturday			

FORM E-128

RECEIVED
JUN 14 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

302-1703

5691

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
June 14, 1960

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Corvallis Sand & Gravel Co.,
P. O. Box 691
Corvallis
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5691, awarded May 10, 1960,
for grading-paving N and College Streets
in Philomath, Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

#5691

1.

RECEIVED
MAY 24 1960
FOR FILING

302-1703
5691

Salem, Oregon
May 13, 1960

Lp. State Aid St. Funds - 87

$250,000 Fund Agreement
City of Philomath

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: Mr. H. C. Ayers
Field Engineer, County & City Relations

Attached is a conformed copy of an agreement with the City of Philomath covering the Special City Allotment project on College and M Streets in Philomath.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder in Philomath.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 23126

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1960

SUBJECT: $250,000 Fund Agreement
City of Philomath

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on College and M Streets in Philomath. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/16/59.

H. C. Ayers
Field Engr., County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59 Min. Page 16
Floyd Quenzer
Secretary

RECEIVED
MAY 13 1960
FOR FILING
302-1703
5691

May 13, 1960

Ralph L. Walker,
City Recorder
City Hall
Philomath, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Philomath a fully executed copy of an agreement between the State Highway Commission and the City of Philomath covering the Special City Allotment project on College and M Streets in Philomath.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

RECEIVED
MAY 12 1960
FOR FILING
202-1703
5691

May 11, 1960

Corvallis Sand & Gravel
P. O. Box 691
Corvallis, Oregon

Gentlemen:

The State Highway Commission on May 10, 1960 awarded to you State Highway Contract No. 5691 for grading and paving in Philomath (M & College Sts.) in Benton County.

This award was based on your bid of $16,336, which was the low bid submitted to the Commission on May 10, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

RECEIVED
MAR 10 1960
FOR FILING

3-7-60

NOTED
W. C. WILLIAMS

302-1783

5691

LOCATION PROSPECTUS
MAIN STREET TO COLLEGE STREET AND "L" STREET TO EAST CITY LIMITS
"M" STREET AND COLLEGE STREET, PHILOMATH
BENTON COUNTY

The following prospectus is submitted concerning the above-mentioned sections of "M" Street and College Street in Philomath. The overall length of the project is 0.25 mile.

This will be a location survey to prepare plans, specifications, and estimates for surfacing and paving on existing alignment.

The typical section will consist of a 20-foot traveled way with 4-foot shoulders. The approved base design by G. L. Decker is:

New Work -	Paving, Base and Wear	3" A.C.
	Top Course, Base	2" 3/4"-0 Crushed
	Bottom Course, Base	10" Coarse Crushed
	Total Depth	15"

Over Existing -	Paving, Base and Wear	3" A.C.
	Top Course, Base	2" 3/4"-0 Crushed
	Bottom Course, Base	6" Coarse Crushed
	Total Depth	11"

Final agreements with the city will be necessary.

This prospectus cancels and supersedes the location prospectus on "Main Street to College Street, and "I" Street to "L" Street, "I" Street and College Street, Philomath" dated February 8, 1960.

March 7, 1960

Attach.

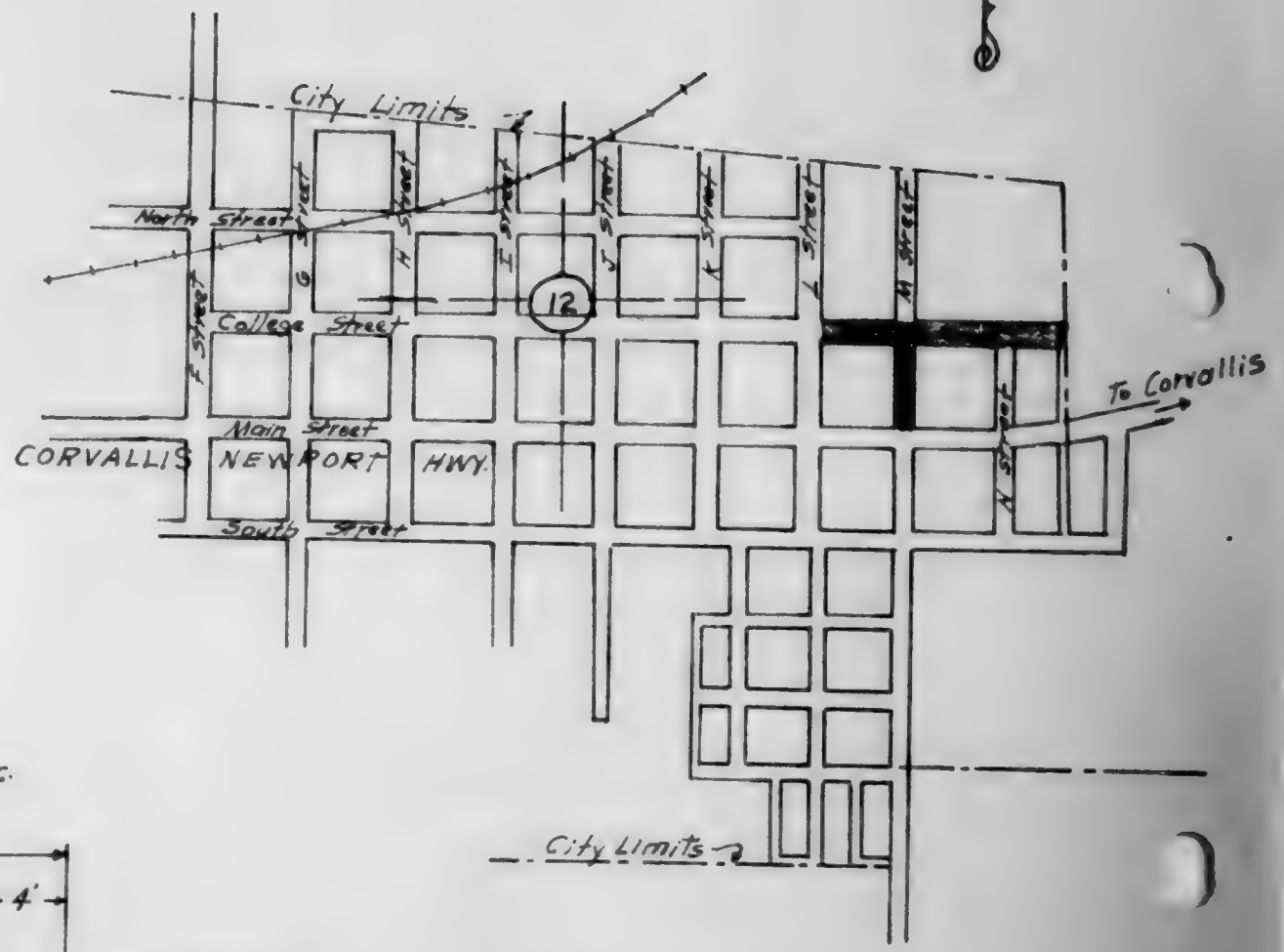
cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
L. L. MacIntyre
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Larry Mahoney
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

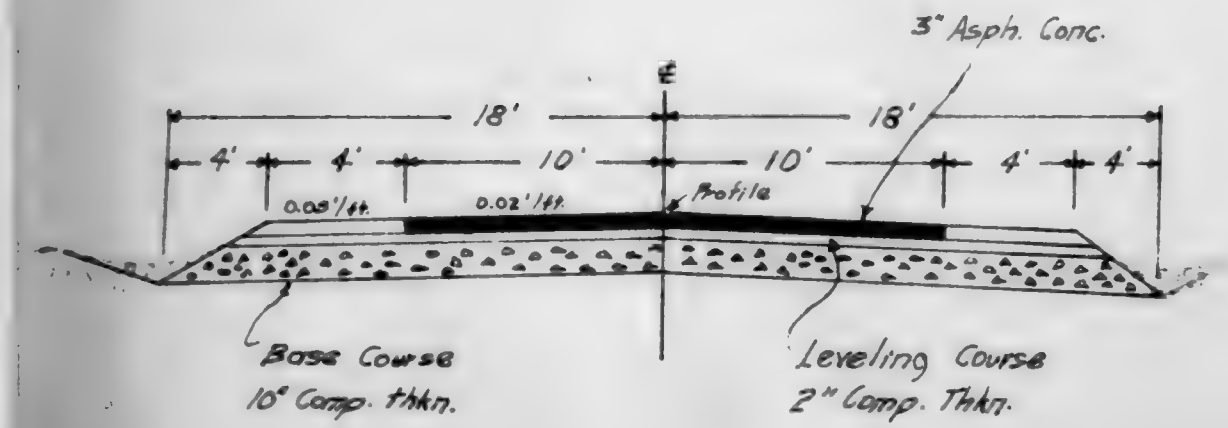
PHILOMATH
'M' STREET & COLLEGE

scale 1" = 800'

BENTON COUNTY

T. 12 S., R 6 W., W.M.





NOTED
V R. JONES

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
February 18, 1960

1960 Special City Allotment Project
City of Philomath

Mr. G. S. Paxson
O F F I C E

NOTED
John F. Hagemann

Due to a change in the truck traffic pattern, Philomath has officially requested that the original proposal to reconstruct I Street from Main Street to College Street, and College Street from I Street to L Street be deleted and that reconstruction of College Street from K Street to the east city limits and M Street from Main Street to College Street be substituted. We have a letter from the city guaranteeing payment for all costs in excess of $20,000.

Attached is a suggested letter to the Construction Engineer requesting preparation of survey authorization for the subject project.

C. G. Swenson
County & City Relations Engineer

HCA:mm
Att.

NOTED
JOHN D. GRAHAM

GORDEN LARSON, MAYOR — RALPH WALKER, RECORDER — [redacted], TREASURER

City of Philomath

PHILOMATH, OREGON

NOTED
C G. SWENSON

February 17, 1960

C. G. Swenson, Engineer
State Highway Department
County and City Relations
Salem, Oregon.

Dear Mr. Swenson:

At a SPECIAL meeting of the Philomath City Council, February 17, 1960, the Council moved that we accept the proposed paving plan on east College street from the City limits westward to 'K' street including 'M' street from Main street to College street, that the City will guarantee payment in excess of the $ 20,000 of small City job.

Respectfully yours
Ralph L. Walker
Ralph L. Walker, Recorder.

RECEIVED
FEB 1[illegible]1960
ENGINEER
[illegible]

RECEIVED
FEB 15 1960
FOR FILING

302-1703
5691

2-8-60

LOCATION PROSPECTUS
MAIN STREET TO COLLEGE STREET AND "I" STREET TO "L" STREET
"I" STREET AND COLLEGE STREET, PHILOMATH
BENTON COUNTY

The following prospectus is submitted concerning the above-mentioned sections of "I" Street and College Street in Philomath. The overall length of the project is 0.29 mile.

This will be a location survey to prepare plans, specifications and estimates for surfacing and paving on existing alignment.

The typical section will consist of a 20-foot traveled way with 4-foot shoulders. The approved base design by G. L. Decker is:

New work -	Paving, Base and Wear	3" A. C.
	Top Course, Base	2" -3/4"-0 Crushed
	Bottom Course, Base	10" Coarse Crushed
	Total Depth	15"
Over existing -	Paving, Base and Wear	3" A. C.
	Top Course, Base	2" 3/4"-0 Crushed
	Bottom Course, Base	6" Coarse Crushed
	Total Depth	11"

Final agreements with the city will be necessary.

February 8, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2) ✓
Tom Edwards
J. D. Walker (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

TYPED
C. G. PAXSON

PHILOMATH

Scale 1 800'

BENTON COUNTY

T. 12 S., R 6 W., W M

Rev 5-23-56

GORDEN LARSON, MAYOR | RALPH WALKER, RECORDER | MRS. TED WARD, TREASURER

City of Philomath

PHILOMATH, OREGON

February 2, 1960

C. G. Swenson
City & County Relations
4th Floor Highway Building
Salem, Oregon.

Sir:

The Common Council of the City of Philomath requests that the improvements scheduled for College street in Philomath, Oregon this summer be started at the easterly City Limits because:

1. It will constitute a continuation of paved County Roads which ends at that point.

2. It was and is the original intent of the Council to begin at the City Limits at that point and go as far westerly as the money will permit in order that a program may be continued in orderly fashion.

3. Improving a seperate area, further west on College street would only aggraveat the situation which brought about the request for aid. Since south 'M' street has been paved, it now handles all the heavy traffic from two paved Counth roads, south of Philomath, to Highway 20. This leaves one block between Highway 20 and College street. As College street connects, at the east City limits to a paved County road going north from the City, it is most desireable that north 'M' street, from college street to Highway 20, be included as a part of the College street improvement. This would make a connection of the north and south development project and thus make a usefull and much needed facility to handle the heavy traffic now using this route.

It is hpped that the above explanation will substantuate and clarify our request to start at the east City limits on College street and go westward on College, as far as money will permit, with 'M' street from College to Highway 20 included as part of the project.

Very truly yours,

Gorden T. Larson

Gorden T. Larson, Mayor

Ralph L. Walker

Ralph L. Walker, Recorder

MYA:rlw

RECEIVED
FEB 3 - 1960
COUNTY & ... RELATIONS

DEPARTMENT OF PUBLIC WORKS
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PROPOSED

Section E. of College Sts. Highway City of Eureka County Humboldt Prefix

Fed. Engr. Length of Project Miles. Sta. to Sta. Date 10-12-59

TYPICAL SECTIONS Traffic Classif. - Medium Heavy (Logging Area)

New Work - Widening | Existing Roadway

3" of A.C.
2" of 3/4"-0 base course.

10" Crushed Base

Finished Soil

In Place
5"-3" Base
4" Cut

37 % Rock or Gravel
13 % Sand
10 % Silt
12 % Clay
28 % Fine

10-12-59

Soil Survey and Recommended Surfacing Thickness Design completed at the request of H. C. Ayers, County-City.

RECEIVED
NOV 2 1959
COUNTY & CITY ENGINEER

Required Base	Required Base Crushed	Required Base Not Crushed	Designed Base	Designed Base Crushed	Designed Base Not Crushed
5			3		
			3		
			4		
			4		
15			13		

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by D. L. Decker
Soils Assistant

Recommended by
Construction Engineer

Recommended by

Approved by
Engineer of Materials
for State Highway Engineer

4-6-59

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Philomath is an incorporated city of the State of Oregon, and has a population of 1390, as given by the latest official census, and

WHEREAS, the following streets of said city, College street from

East City Limits, West to 'I'street, 'I' street from College to Main street and 'M' street from Main street to College.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

College street from East City Limits, west to 'I' street, 'I' street from College to Main street and 'M' street from Maine street to College.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Philomath does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Ralph L. Walker as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 6th day of April, 1959.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Philomath at a regular or ~~special~~ meeting of said Council, held on the 6th day of April, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 16th day of May, 1959.

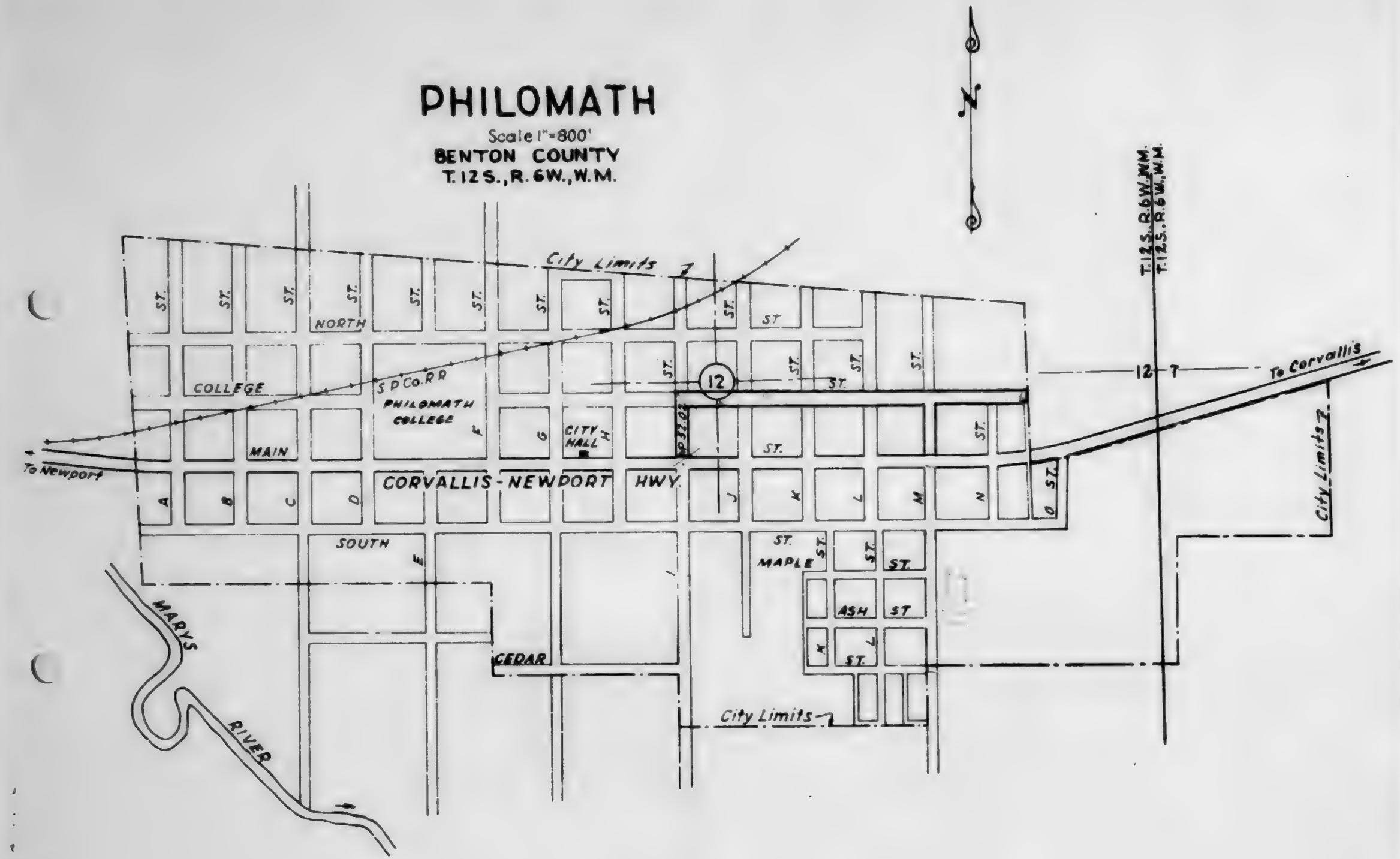
_____
City Recorder

PHILOMATH

Scale 1"=800'

BENTON COUNTY

T. 12 S., R. 6 W., W.M.



Rev. 5-23-56

3-1077 S. Milwaukie Drainage 1960
Proj. (storm sewer system)
#5692

RECEIVED
SEP 3 0 1960
FOR FILING
3-11-1
5692

September 28, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5692 for storm drains on the South Milwaukie Drainage Project on Pacific Highway East in Clackamas County was completed by the contractor, George W. Phoenix Inc., on July 26, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $500.00 will be released to the contractor on or after October 8, 1960. The total contract amount is $13,236.30, of which amount $118.76 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

RECEIVED
[illegible] 1960
FOR FILING
S-1077
5692

August 25, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to George W. Phoenix Ins., on contract #5692 for storm drains on the South Milwaukie Drainage Project on Pacific Highway East in Clackamas County.

This payment, in the amount of $2,515.23, will be released to contractor on or after September 6, 1960. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Form E-1—(Rev.)—

3-1077

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 29, 1960

Section South Milwaukie Drainage Project

Kind of work Storm Sewer System

Highway Pacific East County Clackamas

Section prefix 3-1077

Contractor Geo. W. Phoenix, Inc.

Contract number 5692

Date of contract March 10, 1960

Specified work days 30

Date work started June 1, 1960

Work days used 29

Project authorization . . . . . $ 15,996.38
Exclusive of engineering . . . . $ 14,858.86

Per cent of time elapsed 96.6 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 13,237.68

Estimated per cent [redacted] underrun . . . . . 5 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,137.52

Engineering cost to date $ 1,140, 100 %

Date project was completed July 26, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100					

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

The A.C. driveways were patched on Monday. The project is considered completed.

The semi-final estimate will be submitted early next week.

NOTED
JOHN R. OAKES

[redacted] DIVISION
RECEIVED
[redacted] 1 1960
NOTED--
CE ACE ACE COE

NOTED
C. E. [redacted]

Signed [redacted]

Address Portland 2,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.39				
Miles partially completed					
Miles completed	0.39				
Total estimated quantities (contract)					
Total quantities corrected to date	2,041				
Estimated quantities moved or placed to date	1,991				
Average daily quantities	1,991				
Average daily quantities necessary to complete project on time					
Number shifts per day				Patch Driveways	1
Hours per shift					8
Average force on project for week					6

Storm Drains

Men	5
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ....., Power graders ....1....., Rollers ....1....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....1...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

FORM S-125

RECEIVED
JUN - 3 1960
FOR FILING

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

3-1077

5692

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

George W. Phoenix, Inc.,
2031 NE 136th Avenue
Portland 30
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5692, awarded May 10, 1960, for storm drains on the South Milwaukie Drainage Project on Pacific Highway East in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

5-1048 Warren-Scappoose Sec. of Col. R. Hwy. (Paving) 1960

#5693

RECEIVED
AUG 9 - 1960
FOR FILING

5 1048

5693

August 8, 1960

Great American Insurance Co.,
Wells-Read Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5693 for paving the Warren-Scappoose Section of the Columbia River Highway in Columbia County was completed by the contractor, K. P. Jacobsen & Co. Inc., on June 20, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $579.20 will be released to the contractor on or after August 18, 1960. The total contract amount is $19,584.29, of which amount $277.79 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
AUG 4 - 1960
FOR FILING

5-1048

575

August 3, 1960

Great American Insurance Co.,
Walla-Wood Insurance
422 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to K. F. Jacobsen & Co. Inc., on contract #5693 for paving the Warren-Scappoose Section of the Columbia River Highway in Columbia County.

This payment, in the amount of $19,005.09, will be released to contractor on or after August 13, 1960. The retained percentage is $579.20.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

5 1048

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 9, 1960

Section Warren-Scappoose

Highway Columbia River County Columbia

Contractor K.F. Jacobsen & Co., Inc.

Date of contract May 10, 1960

Date work started June 14, 1960

Project authorization . . . . . $ 27,177.75

Exclusive of engineering . . . . $ 25,245.11

Kind of work Paving

Section prefix 5-1048

Contract number 5693

Specified work days 50

Work days used 5

Per cent of time elapsed 10.00 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 25,245.11

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,932.64

Engineering cost to date $ 1,062.22, 54.96 %

Date project was completed June 20, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100	Commercial Plant

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final will be submitted on Monday of next week.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
JUL 12 1960

NOTED—

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

Signed

Address PO Box 4699, Sellwood Sta., Portland 2,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					2.61
Miles partially completed					
Miles completed					2.61
Total estimated quantities (contract)					2,900
Total quantities corrected to date					2,658.74
Estimated quantities moved or placed to date					2,658.74
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

FORM S-120

RECEIVED
JUN - 3 1960
FOR FILING

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5-10 WR

5693

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

K. P. Jacobsen & Co., Inc.,
1107 North Russell St.,
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5693, awarded May 10, 1960, for paving the Warren-Scappoose Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

de

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

5-1049 Clatskanie Slide Corr. 1960
Proj. on Col. R. Hwy.
#5691 (Grad. & Pav.)

RECEIVED
MAY 4 1961
FOR FILING

NOTE:
C. WILLIAMS

FINAL COST ANALYSIS

Clatskanie Slide
Contract No. 5694

Grading and Paving
Contractor: Grimstad & Vanderveldt
Resident Engineer: E.J. Hall

Columbia River Highway
April 27, 1961

5-10.49

Item 5694	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	1	Lump	1,000.00	1,721.50	1,721.50	1,000.00
Drainage Excav., Uncl.	314.28	Cu.Yd.	1.50	2.05	645.36	471.42
General Excav., Uncl.	62,235.80	Cu.Yd.	0.40	0.45	27,722.37	24,894.32
Finish R.B. & Slopes	1	Lump	600.00	541.27	541.27	600.00
Rounding Cutbanks	1,875	Lin.Ft.	0.20	0.18	338.30	375.00
18" Corr.Metal Pipe	108	Lin.Ft.	4.50	4.46	481.55	486.00
24" Corr.Metal Pipe	60	Lin.Ft.	6.50	6.55	392.87	390.00
8" Perf.Conc.Dr.Pipe	1,200	Lin.Ft.	1.50	1.30	1,563.87	1,800.00
Special Backfill in Drains	118	Cu.Yd.	5.00	3.51	414.66	590.00
Coarse Cr.Mat'l in Base	4,149	Cu.Yd.	3.00	3.40	14,100.20	12,447.00
3/4"-0 Cr.Mat'l in Base	1,402	Cu.Yd.	4.00	3.47	4,764.64	5,608.00
Sprinkling	297.61	M-Gal.	3.00	2.82	840.29	892.83
S.S.1 Asphalt in Sprinkling	2,915	Gals.	0.30	0.26	748.23	874.50
Class B Asphaltic Concrete	1,911.19	Ton	10.50	10.50	20,067.50	20,067.50
Purchase Mat'l left on Hand	244	Cu.Yd.	1.75	1.75	427.00	427.00
Flagging					1,820.93	1,820.93
					$76,590.54	$72,744.50

Gross Revenue	$ 72,744.50
Total Cost	76,590.54
Net Loss	$ 3,846.04

Net Loss equals 5.28% of Gross Revenue

DETAIL OF COST - Contract No. 5694

Labor:			
Labor and Supervision		$ 17,705.77	
Labor Insurance		299.40	
Health and Welfare		439.80	
Travel		29.00	
Pension		387.60	$ 18,861.57
Equipment Rental & Miscellaneous Expense:			
Equipment Rental, Owned		8,385.68	
Equipment Rental, Hired without operator		5,455.53	
Equipment Rental, Hired with operator		4,277.70	
Gas, Oil and Grease		2,313.31	
Bond		448.54	
Explosives		50.00	
Freight		120.00	
Home Office and General Overhead		400.00	
P.L. and P.D. Insurance		60.00	
Lumber and Nails		20.00	
Move In		600.00	
P.U.C.		45.00	
Small Tools and Miscellaneous Supplies		250.00	22,425.76
Materials:			
8" Perf. Conc. Drain Pipe	1,200 Lin. Ft. @ $0.69	828.00	
18" Corr. Metal Pipe	108 Lin. Ft. @ $3.27	353.16	
24" Corr. Metal Pipe	60 Lin. Ft. @ $5.09	305.40	1,486.56
Subcontractors:			
Jed Wilson & Son Items 11 and 12		13,749.15	
United Contracting Co. Item 15		20,067.50	33,816.50
	TOTAL COST		$ 76,590.54

Remarks - Contract No. 5694

This was a "State Project" calling for the construction of .51 mile of highway roadbed, involving approximately 61, 300 cubuc yards of roadbed roadbed excavation; construct .51 mile of stone base and shoulders; and construction of approximately 2, 000 tons of asphaltic concrete.

The west end of the project was at Sta. 1778+75.01 which station is located approximately 2 miles east of the city of Clatskanie. The east end of the project was at Sta. 1805+67.08 which station is approximately 10.5 miles west of the city of Rainier. The overall length of the project was 0.51 mile.

The contract was bid and awarded May 10, 1960. Construction began May 25, 1960 and progressed steadily with only slight delays due to weather. The clearing, drainage and general excavation were bid low. The crushing of materials and paving were subcontracted at slight loss. The long haul necessary to dispose of the excess materials was contributing factor in the loss. Contractor finished the project August 19, 1960.

Equipment used on the project: three D7's with dozers, D7 and carryall, power saw, loader, six trucks rented, two rented tournapuls, grader, roller, water wagon, compressor, 22B shovel, chain digger, pickups and miscellaneous small tools.

The supervision was good and equipment in excellent shape but low bid prices were contributing factor. Contractor was $10, 000 under next bidder and $18, 362 under engineering estimate.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
DEC 9 - 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

E 1649

5694

Salem, Oregon
December 7, 1960

To:

Mr. I. A. DeFrance
Maintenance Engineer
D e p a r t m e n t

SUBJECT: Assignment 634-PMS
Slide 1/4-Mile East of Clatskanie
on State Section of Swedetown Road
Mr. J. A. Confer

Attention: Mr. John A. Phillips

To complete the file on the subject section, please find attached a December 1 letter from D.M.S. Smith indicating several hundred yards of rock was placed in this slide last summer. It appears to have stabilized, as no movement occurred during the recent extremely heavy precipitation.

J. D. Walker
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM

NOTED
P. M. SITUATION

RECEIVED
DEC 9 1960
OFFICE OF
DIVISION ENGINEER

NOTED
J. A. PHILLIPS

FORM E-30X—50M—2-59—18180

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
December 1, 1960

SUBJECT: Assignment 634-PMS

To: Mr. J. D. Walker
Division Engineer
S A L E M

Attention: C. W. Wimer, Asst. Div. Engr.

RECEIVED

Reference the above-mentioned assignment. Last summer we hauled and placed several hundred yards of rock at this slide and during the last extremely heavy precipitation no movement of any kind occurred. We believe that it is now stable.

The section foreman conferred with Mr. Confer and he indicated that he thought we had the situation under control.

R. M. SMITH
District Maintenance Superintendent

RMS/ec

NOTED
J. A. PHILLIPS

RECEIVED
OCT 11 1960
FOR FILING

5-1049

5694

October 10, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5694 for grading-paving the Clatskanie Slide Section on the Columbia River Highway in Columbia County was completed by the contractor, Grimstad & Vanderveldt, on August 19, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $2,369.16 will be released to the contractor on or after October 20, 1960. The total contract amount is $72,744.50, of which amount $1,820.93 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

S-1049

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 2, 1960

Section Clatskanie Slide

Highway Columbia River County Columbia

Contractor Grimstad & Vanderveldt

Date of contract May 10, 1960

Date work started May 25, 1960

Project authorization $101,764.13

Exclusive of engineering $94,527.57

Kind of work Grading & Paving

Section prefix S-1049

Contract number 5694

Specified work days 60

Work days used 48

Per cent of time elapsed 80 %

Estimated cost of completed project, exclusive of engineering $87,923.12

Estimated per cent ~~overrun or~~ underrun 6.5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $7,236.36

Engineering cost to date $7,230.00, 100 %

Date project was completed August 19, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate submitted to Division Office on Thursday.

FINAL REPORT

NOTED

Note
M. N. Juve

SEP 6 1960

Signed ..... Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.51	0.51			0.51
Miles partially completed					
Miles completed	0.51	0.51			0.51
Total estimated quantities (contract)	61,300 C.Y.	6,070 C.Y.			2,000 T
Total quantities corrected to date	62,236 C.Y.	5,551 C.Y.			1,912 T
Estimated quantities moved or placed to date	62,236 C.Y.	5,551 C.Y.			1,912 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Overcast		
Wednesday	Overcast		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
SEP 15 1960
FOR FILING
5-1049
5694

September 15, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Grimstad & Vanderveldt on contract #5694 for grading-paving the Clatskanie Slide Section of the Columbia River Highway in Columbia County.

This payment, in the amount of $24,143.21, will be released to contractor on or after September 26, 1960. The retained percentage is $2,127.71.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

FORM E-125

RECEIVED
JUN - 3 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

Grimsted & Vanderveldt
Route 1, Box 643
Astoria
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5694, awarded May 10, 1960, for grading-paving the Clatskanie Slide Section on the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
JAN 20 1960
FOR FILING

5-1049

5694

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1960

SUBJECT: Assignment #634-PMS
Slide 1/4-Mile East of Clatskanie
on State Section of Swedetown Road
Mr. J. A. Confer

To:

634

Mr. I. A. DeFrance
Maintenance Engineer
D e p a r t m e n t

Attention: Mr. John A. Phillips

Russell Smith and I inspected the subject slide on Tuesday of this week and as reported on December 10, nothing further should be done at this season of the year. Next summer when materials in the slide have dried out, Smith will install a culvert pipe in the roadside ditch across this slide to insure drainage of the highway ditch. He will also take such steps as are necessary to stabilize the toe of this slide at the ditch line at that time.

J. D. Walker
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. R. M. Smith

NOTED
P. M. STEPHENSON

RECEIVED
JAN 1
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1959

FOR FILING OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5-1049

5674

To: 634

Salem, Oregon
December 14, 1959

SUBJECT: Assignment #634-PMS
Slide 1/4 Mile East of
Clatskanie on State Section
of Swedetown Road
Mr. J. A. Confer

Mr. P. M. Stephenson
Assistant State Highway Engineer

We are attaching a report dated December 10, 1959, from G. W. Wimer, Assistant Division Engineer, concerning subject assignment.

Mr. R. M. Smith, District Maintenance Superintendent, contacted Mr. Confer and discussed with him the slide condition adjacent to his frontage east of Clatskanie.

Mr. Smith explained to Mr. Confer that it would be unwise to remove any material from this slide at the present time, but suggested the possibility of constructing a toe wall at the bottom of the slide next summer when conditions will be more favorable. This arrangement was agreeable to Mr. Confer.

Mr. Wimer states that he will examine the slide on his next trip to this area and will give us a further report at that time.

Your Record of Assignment is returned herewith.

John A. Phillips
Assistant Maintenance Engineer

JAP:nno

Attachment

cc: J. D. Walker
R. M. Smith

NOTED
P. M. STEPHENSON

RECEIVED
DEC 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1959

SUBJECT: Assignment #634-PMS
Slide 1/4 Mile East of Clatskanie
on State Section of Swedetown Road
Mr. J. A. Confer

To:

Mr. I. A. DeFrance
Maintenance Engineer
D e p a r t m e n t

Attention: Mr. J. A. Phillips

D.M.S. R. M. Smith has contacted Mr. J. A. Confer concerning his recent complaint of a slide condition adjacent to his frontage east of Clatskanie. The slide is about 60 feet south of his house on a leg of the grade separation for the Swedetown County Road intersection with the Columbia River Highway about one-fourth mile east of Clatskanie.

The cut slope, which has started to give 'way, is about 22 feet high. At the present time the slide involves about 25 or 30 cubic yards. The highway ditch still carries water. It would be unwise to remove any of the material at this season of the year and Mr. Confer agreed to this, inasmuch as any removal of material at this time might cause the slide to expand.

D.M.S. Smith suggests the possibility of constructing a toe wall at the bottom of this slide next summer when conditions are more favorable. We will look at this during our next trip to the area before making a recommendation about the construction of such a wall and report further at that time.

J. D. Walker
Division Engineer

By G. W. Wimer

G. W. Wimer
Assistant Division Engineer

GWW:AM

RECEIVED
DEC 14 1959
FOR FILING
5-1049
5694

Salem, Oregon
December 8, 1959

Slide area
Clatskanie-Delena Section
Highway 30

Mr. Tom Edwards
Construction Engineer
O F F I C E

I am attaching a map and other data which refers to a slide area on the Clatskanie-Delena Section of Iowa 30.

Due to a fill slide, some tricky alignment seems to have come into the picture which has made for a bad accident and fatality rate.

Will you please take appropriate steps to have a survey and estimate made for correction of this trouble spot and give me a report.

Fair

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Encl.
cc Mr. W. C. Williams

RECEIVED
DEC - 3 1959
FOR FILING
5-1049
5644

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1959

SUBJECT: Assignment #634-PMS
Slide ¼ Mile East of Clatskanie on State Section of Swedetown Road - Mr. J. A. Confer

To:

Mr. J. D. Walker
Division Engineer
Salem, Oregon

Attached hereto is a copy of a letter dated November 29, 1959, from Mr. J. A. Confer, Box 46, Clatskanie, Oregon, and a letter of acknowledgement thereto dated December 1, 1959, by Mr. P. M. Stephenson, Assistant State Highway Engineer. Both letters regard subject assignment and are self-explanatory.

Kindly have this matter investigated, contacting Mr. Confer, if possible, and favor us with a report and your recommendation at your convenience.

John A. Phillips
Assistant Maintenance Engineer

nno

Attachments

cc: P. M. Stephenson
R. M. Smith

NOTED
P. M. STEPHENSON

RECEIVED
DEC - 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC - 2 1959
FOR FILING
5-1049
5694

December 1, 1959

Mr. J. A. Confer
Box 46
Clatskanie, Oregon

Dear Sir:

Your letter of November 29, in regard to a slide near your home, is being referred to our Maintenance Division with the request that one of its representatives call on you in regard to this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMSler

cc Mr. I. A. De France

RECEIVED
DEC 1 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC - 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Clatskanie, Ore
Nov - 29th 1959 -

State Highway Dept -
Salem, Ore.
Dear Sirs:-

I am writing to tell of a large slide that is directly in front of our home and which is getting larger and in a sense is a dangerous condition, as there has been small children climbing up this bank at times.

We bought this home and have spent considerable fixing it up; but this road condition has caused us considerable worry.

We feel that the bank should be rocked, as we notice when the scoop was there

carrying away the loose dirt that soon after the earth let loose and another slide was the result.

Can't something possibly be done about this unsightly looking place?

Please let us hear —

Sincerely

Mr. J. A. Confer
Box 46
Clatskanie, Ore

P.S. This slide is on Quincetown road, on the state section of same. at the Y - ¼ mile east of Clatskanie.

6-1038 Bandon-S. Twomile Cr. Sec. 1960
of Ore. Coast Hwy. (Pav.)
#5695

RECEIVED
JAN 10 1961
FOR FILING

6 11 39

5695

January 10, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

Attached is a copy of a claim in the amount of $1279.16 which has been filed with the Secretary of State (his File No. 3748) by Joseph D. Lane, attorney on behalf of Re-Tread Hut, for truck tires furnished to Delsman Trucking Co., subcontractor of Central Paving Co. This appears to be in connection with State Highway Contract No. 5695 with Central Paving Co., prime contractor, for paving the Bandon-South Two Mile Creek Section of the Oregon Coast Highway in Coos County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

NOTED ON CARD

Central Paving Co.
P. O. Box 38
Independence, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

December 23, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Joseph D. Lane, attorney, Moore Hotel Building, Ontario, Oregon, and filed as of this date, a notice of claim by C. S. Orcutt and M. R. Sutton dba Retread Hut of Ontario, Oregon for truck tires furnished in the sum of $1279.16 against the bond taken from Central Paving Co. of Independence, Oregon, as prime contractor and the United Pacific Insurance Co. through Victor S. Risley Co., 223 Board of Trade Bldg., Portland 4, Oregon. State Highway Contract No. 5695.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Lee Stephens

Public Records Section

GS:J
Encls.

RECEIVED
JAN 9 1961
OREGON
STATE HIGHWAY COMMISSION

[illegible]
FLOYD QUERY

N O T I C E OF C L A I M

C. S. ORCUTT,
M.R. SUTTON, D.B.A.,
RETREAD HUT, a Co-partnership,

Claimant,

vs.

BEN L. DELSMAN,
B.L. (BUD) DELSMAN, JR., and
JOHN W. DELSMAN, Individually or D.B.A.,
DELSMAN TRUCKING CO., a Subcontractor of
CENTRAL PAVING CO.,

Defendants.

TO: The Honorable Howell Appling, Jr., Secretary of State for Oregon.

NOTICE HEREBY IS GIVEN that the undersigned, C. S. ORCUTT and M. R. SUTTON, D.B.A. Retread Hut of Ontario, Oregon, have a claim against BEN L. DELSMAN, B.L. (BUD) DELSMAN, JR., and JOHN W. DELSMAN, Individually or D.B.A. DELSMAN TRUCKING CO., a Subcontractor of the Central Paving Co. of Independence, Oregon, for the following truck tires, to-wit:

16	1100x20	Super Trunpike Nylon 12 ply tires	$2037.92
		Tax	152.48
		Handling Charge	197.13
		Total	$2387,53

Credits:

4/7/59	$265.28
5/20/59	265.28
8/10/59	577.81
	1108.37
Total Amount of Claim	$1279.16

Claimants make this claim against the bond taken from Central Paving Co. of Independence, Oregon, as prime contractor and the UNITED PACIFIC INSURANCE CO. through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, Oregon, for the State Highway Contract #5695- for paving the Bandon-South Twomile Creek section on the Oregon Coast Highway completed September 2, 1960, and accepted by the Highway Commission September 29, 1960, said tires being furnished to Ben L. Delsman, B.L. (Bud) Delsman, and John W. Delsman, individually or doing business as Delsman Trucking Co., a subcontractor on the above contract following the use of the said equipment and tires

mounted on said equipment used by the above named Delsmans, individually or as Delsman Trucking Co., a subcontractor for Roy L. Houck and Sons, prime contractor for Contract #5198 for the Oregon Highway Commission for grading the Ontario-Idaho Line section of the Old Oregon Trail Highway in Malheur County, Oregon, which was completed June 10, 1959 and accepted by the State Highway Commission September 24, 1959,

That in addition to the foregoing Claimants furnished Defendants other supplies and repairs for tires on an open running account between the dates of February 28, 1959 and December 2, 1959, upon which there is a balance remaining due in the amount of $1517.08 for which principal amounts in the total sum of $2796.24 the Claimants make claim against any moneys remaining due the prime contractor above named or their bonding company.

RETREAD HUT

By C. S. Orcutt
Claimants

STATE OF OREGON)
) ss.
County of Malheur)

I, C. S. ORCUTT, being first duly sworn upon oath say that I am one of the Claimants named in the foregoing Claim, that I have personal knowledge of the facts therein set out and I know the Contents thereof, and that the same is true as I verily believe.

RETREAD HUT

By C. S. Orcutt
Claimants

Subscribed and sworn to before me this 21st day of December, 1960.

Notary Public for Oregon
My Commission Expires 3/17/62

File #3748

FILED
DEC 23 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 23 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 8 - 1960
FOR FILING
6-1024
3695

December 7, 1960

Mr. Joseph D. Lane
Attorney at Law
Moore Hotel Building
Ontario, Oregon

Dear Sir:

This is to acknowledge your letter of December 2 on behalf of your client, Re-Tread Hut, Ontario, stating that Delaman Trucking Co., subcontractor for Roy L. Houck & Sons, owe them $1,241.16 for tires in connection with the Houck contract. This appears to be in connection with the Roy L. Houck & Sons and Roy L. Houck Sons' Corporation Contract No. 5298 for grading the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

This contract was completed June 10, 1959 and accepted by the State Highway Commission on September 24, 1959.

The American Casualty Co. of Reading, Pa., through Huggins Insurance Agency, 373 N. Church St., Salem, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

As you know, the six months time limit has expired but if your client wishes to file a claim, it should be filed with the Secretary of State. In the meantime, we will note this information in our records and will advise the surety and the contractor that it has been received.

Central Paving Company had one contract in Coos County which was completed, and another one which is still in progress, as follows:

1. Contract No. 5695 - for paving the Bandon-South Twomile Creek Section on the Oregon Coast Highway.
   Completed September 17, 1960 and accepted by the H ghway Commission on September 29, 1960.
   Surety - United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Bldg., Portland, Oregon, 4.

NOTED ON CARD

2. Contract No. 5584 - for paving and slide correction on the Davis Slough-Bullards Bridge Section of the Oregon Coast Highway.
Uncompleted.
Surety - United Pacific Insurance Co., through Victor S. Risley Co., 223 Board of Trade Bldg., Portland 4, Oregon.

Our Construction Division has no record of Delsman Trucking Co. doing subcontract work for Central Paving Company on either of the above jobs. However, they may be subcontractors but are unlisted with our Construction Division. If you are able to determine the particular contract on which Delsman Trucking Co. performed work for Central Paving Company as a subcontractor, please inform this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

RECEIVED
NOV 29 1960
FOR FILING

November 28, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5695 for paving the Bandon-South 2-Mile Creek Section of the Oregon Coast Highway in Coos County was completed by the contractor, Central Paving Co., on September 17, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $1,536.35 will be released to the contractor, assigned to the Commercial Bank of Salem, on or after December 8, 1960. The total contract amount is $51,910.36, of which amount $698.56 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Central Paving Co.,
P. O. Box 38
Independence
Oregon

RECEIVED
OCT 28 1960
FOR FILING
6-1-61
5695

October 24, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Central Paving Co., assigned to the Commercial Bank of Salem, on contract #5695 for paving the Bandon-South 2-Mile Creek Section of the Oregon Coast Highway in Coos County.

This payment, in the amount of $29,828.03, will be released to contractor, assigned to the Commercial Bank of Salem, on or after November 3, 1960. The retained percentage is $1,536.35.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

RECEIVED
OCT 000
FOR FILING
6-1038

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division
OVERLAY

5243 Section Bandon South-2 Mile Creek Highway Oregon Coast

County Coos MP _____ to MP _____ Contractor Central Paving

Resident Engineer J. Gunter Inspector _____

Date Completed _____ Date Reported October 20, 1960

Type and Thickness of Wearing Surface _____ A. C. ___ Oil Mat _____ Seal.

N, (S,) E, W from MP or Sta. City Limits							N, S, E, W from MP or Sta. _____						
Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Base	Seal	Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Base	Seal
1	750	86	86				1	750	107	107			
2	1500	166	80				2	1500	190	83			
3	2250	251	85				3	2250	275	85			
4	3000	334	83				4	3000	366	91			
5	3750	432	98				5	3750	469	103			
6	4500						6	4500					
Average Roughness Per Mile 86"							Average Roughness Per Mile 94"						

Remarks: _____

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
ROBERT A. COOPER

Form E-1—(Rev.)

6-1039

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 17, 19 60

Section Bandon - S. Two Mile Creek

Highway Oregon Coast County Coos

Contractor Central Paving Co.

Date of contract May 10, 19 60

Date work started August 17, 19 60

Project authorization . . . . . $ 66,740.63
Exclusive of engineering . . . . $ 61,994.63

Engineering authorization . . . . $ 4,746.00

Engineering cost to date $ 3,400, 73 %

Kind of work Paving

Section prefix 6-1034

Contract number 5695

Specified work days 60

Work days used 63

Per cent of time elapsed 105 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 58,000.00

Estimated per cent ~~overrun~~ or underrun . . . . . 6.0 %

Per cent of contract completed, based on estimated cost . . . . . 95 %

Date project was completed ....., 19.....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none	none	none	none	90	100	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Completed paving operations on this project in A.M. Tuesday.
Delayed placing shoulder material until the asphalt paving had cured.
Shoulder material will be completed by Monday. This would complete this project.

NOTED
JOHN L. GAKES

RECEIVED
SEP 19 1960
NOTED-- CE A/E ACE COE

NOTED
C. E. PAULSEN

Signed John L. Hunter

Address P.O.Box 374 Coquille

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		5.0			5.0
Miles partially completed		.5			
Miles completed		4.5			5.0
Total estimated quantities (contract)		2,420 cy			7,400 ton
Total quantities corrected to date		"			6,488
Estimated quantities moved or placed to date		1,800			6,488
Average daily quantities		400			800
Average daily quantities necessary to complete project on time		All			0
Number shifts per day					1
Hours per shift					8
Average force on project for week					21
Men					10
Supervision					1
Men and trucks under 3 tons					
Men and trucks over 3 tons					7
Men and tractors					3

Equipment used during week: Shovels ....0...., Power graders ....1...., Rollers ....2...., Mixers ....., Crushing or screening plants ....1....
Compressors ....., Bulldozers ....., Compaction rollers ....., AC Paver 1 ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday			

RECEIVED
1960
FOR FILING
6-1038
5695

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA
PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

June 24, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Re: Central Paving Company - Bond No. 63983
State Highway Contract No. 5695

Dear Mr. Query:

We are in receipt of your June 21 letter, which acknowledged receipt of our June 14 letter to which were attached two copies of Assignment of Claim to the Commercial Bank of Salem by Central Paving Company of monies due or to become due on Contract No. 5695.

In your June 21 letter you said, "As this assignment has been approved by your Company,". Actually, our letter did not approve the assignment but merely acknowledged receipt of it. I realize this is only a technicality, but we as surety never approve an assignment. I did, however, wish to clear this up.

Very truly yours

W C Thompson

WCT:jm

Wesley C. Thompson
Bond Manager

RECEIVED
JUN 27 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
[illegible]
FOR FILE
6-1038
5695

June 21, 1960

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Emma M. Kemp
Attorney-in-fact

Gentlemen:

This is to acknowledge receipt of your letter of June 14 enclosing two copies of Assignment of Claim to the Commercial Bank of Salem by Central Paving Company of monies due or to become due on Contract No. 5695.

As this assignment has been approved by your company, surety on this contract, we will proceed to have the contract payments forwarded as directed in the assignment.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

Central Paving Co.
P. O. Box 38
Independence, Oregon

NOTED ON CARD
dc

Commercial Bank of Salem
301 Church St. N. E.
Salem, Oregon

C. H. Maison - Attn., Don Taylor: Attached is copy of the Assignment of Claim pertaining to the above.

CWH:fp

Copy of Assignment filed in Contract and Bond

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA
PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

June 14, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

Re: Central Paving Company
Bond No. 63983 - State Highway Contract No. 5695

Dear Mr. Query:

This letter is to acknowledge receipt of Assignment of Claim dated June 17, 1960 on the captioned contract to the Commercial Bank of Salem, Salem, Oregon. By this acknowledgement we do not waive any rights we may have to moneys due or to become due under this contract, but we reserve all legal and equitable rights which we may have as surety in connection with said contract.

UNITED PACIFIC INSURANCE COMPANY

Emma M. Kemp Attorney-in-fact

WCT:ek

RECEIVED
JUN 17 1960
OREGON
STATE HIGHWAY COMMISSION

PUBLIC OFFICIAL BONDS 1960 THE UNITED PACIFIC WAY

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

FORM S-123

RECEIVED
JUN -3 1960
FOR FILING

6-10-38

795

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

Central Paving Co.,
P. O. Box 38
Independence
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5695, awarded May 10, 1960, for paving the Bandon-South 2 Mile Creek Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

BRF-124(20) Cape Sebastian-Myers 1960
Cr. Sec. of Ore. Coast
#5696 Hwy. (Grad. & Struc.)

STATE COPY

RECEIVED
SEP 27 1965
FOR FILING

Number assigned to project

Project report number
EFB 124-20

FORM PR-2A (5-31-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-10-65

State: Oregon

County: Curry

Project number: EBF-124(20)

5696

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 1, 1960, is hereby modified as follows:

Revised estimated total cost of project $ _____

Revised Federal funds $ _____

Other revisions

Modified to identify the bond issues for this project. (See sheet attached).

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of September, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Laboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L R Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

BOND ISSUES

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Bond Indebtedness Laws: Chap. 491, Laws 1951; Chap. 20, Laws 1953; Chap. 22, Laws 1957; Chap. 354, Laws 1957.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon Laws Chap. 491, Laws 1951

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Mar. 1, 1953	Mar. 1, 1954

Oregon Laws Chap. 20, Laws 1953

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$32,000,000	Sept. 1, 1953	Sept. 1, 1954

Oregon Laws Chap. 22, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$ 8,000,000	Nov. 1, 1957	Nov. 1, 1960

Oregon Laws Chap. 354, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$12,600,000	Nov. 1, 1957	Nov. 1, 1960

July 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts for the Cape Sebastian - Myers Creek Section, Project No. RSF-124(20).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: C. H. Maison

DAR:kc

Oregon State Highway Department

Federal Aid
Project No. ESF-124(20)

CAPE SEBASTIAN-MYERS CREEK SECTION OF

THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts. Based on low bid prices.)

Salem, Oregon, July 27, 1965

Type Code P.E.			
Preliminary Engineering	All Required		$ 5,000.00
Type Code 0010			
Roadway (Sta. 318+15 through Equa. 440+10.31 = 424+76.99 to Sta. 471+30)			
(Contract No. 5696)			
Clearing and Grubbing	All Required		$ 16,000.00
Drainage Excavation, Unclassified	9,000 cu. yd.	1.70	15,300.00
Embankment Foundation Excavation, Unclassified	73,400 cu. yd.	0.24	17,616.00
General Excavation, Unclassified	1,559,600 cu. yd.	0.24	374,304.00
Short Overhaul	5,000,000 yd. sta.	0.005	25,000.00
Long Overhaul	217,000 C-yd. sta.	0.20	43,400.00
Finishing Roadbed and Slopes	All Required		3,000.00
Rounding Outbanks	7,200 lin. ft.	0.20	1,440.00
18-inch Asbestos Protected Corrugated Metal Pipe	5,100 lin. ft.	4.75	24,225.00
24-inch Asbestos Protected Corrugated Metal Pipe	490 lin. ft.	7.00	3,430.00
60-inch Asbestos Protected Corrugated Metal Pipe	120 lin. ft.	35.00	4,200.00
Class "A" Concrete in Connectors	8 cu. yd.	100.00	800.00
Metal Reinforcement in Connectors	700 lbs.	0.16	112.00
8-inch Perforated Metal Drain Pipe	19,300 lin. ft.	2.30	44,390.00
12-inch Perforated Metal Drain Pipe	2,400 lin. ft.	2.50	6,000.00
Special Backfill in Drains	5,350 cu. yd.	5.00	26,750.00
102-inch Structural Plate Pipe	All Required		28,000.00
Metal Guard Rail	1,040 lin. ft.	3.50	3,640.00
Loose Riprap	43,600 cu. yd.	2.00	87,200.00
Coarse Crushed Material in Base	6,460 cu. yd.	2.25	14,535.00
3/4" - 0 Material in Base	1,120 cu. yd.	2.50	2,800.00
Sprinkling	1,700 M-gal.	0.10	170.00
Preparation of Base	All Required		500.00
3/4" - 0 Material in Binder Course	70 cu. yd.	5.00	350.00
Furnishing and Placing Aggregates	440 cu. yd.	5.00	2,200.00
RC-3 Asphalt	11 tons	75.00	825.00
200-300 Asphalt	34 tons	75.00	2,550.00
RS-1 Asphalt	9 tons	75.00	675.00
			$749,412.00

Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Signing (Temporary)	All Required		1,000.00
Seeding and Mulching	All Required		10,800.00
Slide Removal	All Required		130,000.00
Work by West Coast Telephone Co.	All Required		4,000.00
	Subtotal		$297,212.00
	10% Engr. & Cont.		29,721.00
	Total		$326,933.00

Tyee Code X021
Beaver Creek Bridge (Sta. 428+10 to Sta. 431+10)(Contract No. 5696)

Shoring, Cribbing, etc.	All Required		20,000.00
Structural Excavation	700 cu. yd.	4.00	2,800.00
Structural Excavation Below Elevation Shown	75 cu. yd.	15.00	1,125.00
Furnish 10" BP 42# Steel Piling	350 lin. ft.	6.00	2,100.00
Drive Steel Piles	7 only	100.00	700.00
Splice Steel Piles	2 only	50.00	100.00
Seal Concrete	250 cu. yd.	30.00	7,500.00
Class "A" Concrete (1,085 cu. yd.)	All Required		83,500.00
Metal Reinforcement (261,000 lbs.)	All Required		37,000.00
Metal Parapet Railing	600 lin. ft.	4.50	2,700.00
8-inch Metal Drain Pipe	50 lin. ft.	3.00	150.00
	Subtotal		$157,675.00
	10% Engr. & Cont.		15,767.00
	Total		$173,442.00

Length of Roadway	3.134 miles
Length of Structure	0.057 mile
Total Length	3.191 miles
Cost of Roadway per mile	$314,911.61

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	986,933.00	602,000.00	384,933.00
Structure	173,442.00	105,000.00	68,442.00
	$1,165,375.00	$710,000.00	$455,375.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Bond Indebtedness Laws: Chap. 491, Laws 1951; Chap. 20, Laws 1953; Chap. 22, Laws 1957; Chap. 354, Laws 1957.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon Laws Chap. 491, Laws 1951.

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Mar. 1, 1953	Mar. 1, 1954

Oregon Laws Chap. 20, Laws 1953.

Issue	Amount	Date of Issue	Beginning Date of Maturities
Only	$32,000,000	Sept. 1, 1953	Sept. 1, 1954

Oregon Laws Chap. 22, Laws 1957.

Issue	Amount	Date of Issue	Beginning Date of Maturities
Only	$8,000,000	Nov. 1, 1957	Nov. 1, 1960

Oregon Laws Chap. 354, Laws 1957.

Issue	Amount	Date of Issue	Beginning Date of Maturities
Only	$12,600,000	Nov. 1, 1957	Nov. 1, 1960

CAPE SEBASTIAN-HOOKS CREEK SECTION

Project No. ESF-124(20)

Estimated costs of work by the West Coast Telephone Company.

Labor		$1,400.00
Materials		1,150.00
Equipment		420.00
Overhead		810.00
		$4,420.00
	Use	$4,000.00

RECEIVED
AUG 2 1960
FILING

Fed. Aid 5696 8-1-60 A

Monthly Transaction No.

Form (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

Project Report No. FBF-124(20)

FEDERAL-AID PROJECT AGREEMENT

County: Curry

Project No. FBF-124(20)

5696 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 101 Cape Sebastian to Myers Cr.

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	5-21-57	---
Rights-of-Way		
Construction	4-22-60	3.2
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 1,165,375	$ 710,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. C. Pike
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer August 1, 1960

USCOMM-DC 40257

July 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Cape Sebastian-Myers Creek Section, Project No. EBF 124(20).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Enc.

June 27, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Cape Sebastian-Myers Creek Section, Project No. ESF-124(20).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLPmr

Oregon State Highway Department

Federal Aid
Project No. BRF-124(20)

CAPE SEBASTIAN-HUNTER CREEK SECTION OF

THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis of project agreement. Based on low bid prices.)

Salem, Oregon, June 27, 1960

Type Code P.E.			
Preliminary Engineering	All Required		$ 5,000.00
Type Code 0010			
Roadway (Sta. 318+15 thru Equa. 440+10.31 = 424+76.99 to Sta. 471+30)			
(Contract No. 5696)			
Clearing and Grubbing	All Required		$ 16,000.00
Drainage Excavation, Unclassified	9,000 cu.yds.	$1.70	15,300.00
Embankment Foundation Excavation, Unclassified	73,400 cu.yds.	.24	17,616.00
General Excavation, Unclassified	1,559,600 cu.yds.	.24	374,304.00
Short Overhaul	5,000,000 yd.stns.	.005	25,000.00
Long Overhaul	217,000 C-yd.stns.	.20	43,400.00
Finishing Roadbed and Slopes	All Required		3,000.00
Mounting Cutbanks	7,200 lin.ft.	.20	1,440.00
18-inch Asbestos Protected Corrugated Metal Pipe	5,100 lin.ft.	4.75	24,225.00
24-inch Asbestos Protected Corrugated Metal Pipe	490 lin.ft.	7.00	3,430.00
60-inch Asbestos Protected Corrugated Metal Pipe	120 lin.ft.	35.00	4,200.00
Class "A" Concrete in Connectors	8 cu.yds.	100.00	800.00
Metal Reinforcement in Connectors	700 lbs.	.16	112.00
8-inch Perforated Metal Drain Pipe	19,300 lin.ft.	2.30	44,390.00
12-inch Perforated Metal Drain Pipe	2,400 lin.ft.	2.50	6,000.00
Special Backfill in Drains	5,350 cu.yds.	5.00	26,750.00
102-inch Structural Plate Pipe	All Required		28,000.00
Metal Guard Rail	1,040 lin.ft.	3.50	3,640.00
Loose Riprap	43,600 cu.yds.	2.00	87,200.00
Coarse Crushed Material in Base	6,460 cu.yds.	2.25	14,535.00
3/4" - 0 Material in Base	1,120 cu.yds.	2.50	2,800.00
Sprinkling	1,700 M-gals.	.10	170.00
Preparation of Base	All Required		500.00
3/4" - 0 Material in Binder Course	70 cu.yds.	5.00	350.00
Furnishing and Placing Aggregates	440 cu.yds.	5.00	2,200.00
RC-3 Asphalt	11 tons	75.00	825.00
200-300 Asphalt	34 tons	75.00	2,550.00
RS-1 Asphalt	9 tons	75.00	675.00
			$749,412.00
Flagging, (57½% of Contractors Cost)	All Required		2,000.00
Signing (Temporary)	All Required		1,000.00
Seeding and Mulching	All Required		10,800.00
Slide Removal	All Required		130,000.00
Work by West Coast Telephone Co.	All Required		4,000.00

Project No. BRF-124(20)

Subtotal	$897,212.00
10% Engr. & Cont.	89,721.00
Total	$986,933.00

Type Code X021
Moxon Creek Bridge (Sta. 429+10 to Sta. 431+10) (Contract No. 5606)

Shoring, Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	700 cu.yds.	$4.00	2,800.00
Structural Excavation Below Elev. Shown	75 cu.yds.	15.00	1,125.00
Furnish 10" BP 42# Steel Piling	350 lin.ft.	6.00	2,100.00
Drive Steel Piles	7 only	100.00	700.00
Splice Steel Piles	2 only	50.00	100.00
Seal Concrete	250 cu.yds.	30.00	7,500.00
Class "A" Concrete (1,035 cu.yds.)	All Required		83,500.00
Metal Reinforcement (261,000 lbs.)	All Required		37,000.00
Metal Parapet Railing	600 lin.ft.	4.50	2,700.00
8-inch Metal Drain Pipe	50 lin.ft.	3.00	150.00
Subtotal			$157,675.00
10% Engr. & Cont.			15,767.00
Total			$173,442.00

Length of Roadway . . . . . 3.134 miles
Length of Structure . . . . . 0.057 mile
Total Length . . . . . 3.191 miles
Cost of Roadway per mile $314,911.61

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	986,933.00	602,000.00	384,933.00
Structure	173,442.00	105,000.00	68,442.00
	$1,165,375.00	$710,000.00	$455,375.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939; Chap. 491, laws, 1951; Chap. 20, laws, 1953; Chap. 22, laws, 1957; Chap. 334, ~~laws~~ 1957,

State Funds for Maint.: Chap. 529, laws, 1939

CAPE SEBASTIAN-ROGUE CREEK SECTION

Project No. RSF-124(20)

Estimated costs of work by the West Coast Telephone Company.

Labor	$1,400.00
Materials	1,150.00
Equipment	420.00
Overhead	310.00
	$4,420.00
Use	$4,000.00

Oregon State Highway Department

Federal Aid
Project No. EEF-124(20)

CAPE SEBASTIAN-MOORS CREEK SECTION OF THE

OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 15, 1960

Type Code P.E.

Preliminary Engineering			$ 5,000.00

Type Code 0010
Roadway (Sta. 318+15 thru ends. 440+10.31-424+76.99 to Sta. 471+30)

Clearing and Grubbing	All Required	$	$ 55,000.00
Drainage Excavation, Unclassified	9,000 cu. yds.	3.00	27,000.00
Embankment Foundation Excavation, Unclassified	73,400 cu. yds.	0.50	36,700.00
General Excavation, Unclassified	1,559,600 cu. yds.	0.40	623,840.00
Short Overhaul	5,000,000 yd. sta.	0.0075	37,500.00
Long Overhaul	217,000 C-yd. sta.	0.35	75,950.00
Finishing Roadbed and Slopes	All Required		3,500.00
Rounding Cutbanks	7,200 lin. ft.	0.20	1,440.00
18-inch Asbestos Protected Corrugated Metal Pipe	5,100 lin. ft.	5.50	28,050.00
24-inch Asbestos Protected Corrugated Metal Pipe	490 lin. ft.	8.50	4,165.00
60-inch Asbestos Protected Corrugated Metal Pipe	120 lin. ft.	35.00	4,200.00
Class "A" Concrete in Connectors	8 cu. yds.	100.00	800.00
Metal Reinforcement in Connectors	700 lbs.	0.15	105.00
8-inch Perforated Metal Drain Pipe	19,300 lin. ft.	2.50	48,250.00
12-inch Perforated Metal Drain Pipe	2,400 lin. ft.	3.75	9,000.00
Special Backfill in Drains	5,350 cu. yds.	6.00	32,100.00
102-inch Structural Plate Pipe	All Required		35,500.00
Metal Guard Rail	1,040 lin. ft.	3.00	3,120.00
Loose Riprap	43,600 cu. yds.	3.50	152,600.00
Coarse Crushed Material in Base	6,460 cu. yds.	3.25	20,995.00
3/4" - 0 Material in Base	1,120 cu. yds.	3.50	3,920.00
Sprinkling	1,700 M-gal.	3.00	5,100.00
Preparation of Base	All Required		150.00
3/4" - 0 Material in Binder Course	70 cu. yds.	5.00	350.00
Furnishing and Placing Aggregates	440 cu. yds.	5.00	2,200.00
RC-3 Asphalt	11 tons	55.00	605.00
200-300 Asphalt	34 tons	53.00	1,802.00
RS-1 Asphalt	9 tons	55.00	495.00
			$1,214,437.00

Flagging (57½% of Contractor's Cost)	All Required	$	$ 2,000.00
Signing (Temporary)	All Required		1,000.00
Seeding and Mulching	All Required		10,800.00
Slide Removal	All Required		130,000.00
Work by Coos-Curry Electric Co.	All Required		1,200.00
Work by West Coast Telephone Co.	All Required		12,500.00
	Subtotal		$1,317,937.00
	10% Engr. & Cont.		131,793.00
	Total		$1,449,730.00

Type Code X021
Myers Creek Bridge (Sta. 428+10 to Sta. 431+10)

Shoring, Cribbing, etc.	All Required	$	$ 8,000.00
Structural Excavation	700 cu. yds.	6.00	4,200.00
Structural Excavation Below Elevation Shown	75 cu. yds.	10.00	750.00
Furnish 10" BP 42# Steel Piling	350 lin. ft.	5.50	1,925.00
Drive Steel Piles	7 only	125.00	875.00
Splice Steel Piles	2 only	50.00	100.00
Seal Concrete	250 cu. yds.	45.00	11,250.00
Class "A" Concrete (1,085 Cu.Yds. at $72.00)	All Required		78,120.00
Metal Reinforcement (261,000 Lbs. at $0.125)	All Required		32,625.00
Metal Parapet Railing	600 lin. ft.	5.50	3,300.00
8-inch Metal Drain Pipe	50 lin. ft.	4.50	225.00
	Subtotal		$ 141,370.00
	10% Engr. & Cont.		14,137.00
	Total		$ 155,507.00

Length of Roadway - - - - - - - - 3.134 Miles
Length of 1 Structure - - - - - 0.057 Mile
Total Length- - - - - - - - - - - 3.191 Miles
Cost of Roadway Per Mile- - - - $462,581.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	1,449,730.00	873,000.00	576,730.00
Structure	155,507.00	94,000.00	61,507.00
	$1,610,237.00	$970,000.00	$640,237.00

Oregon State Highway Department

Federal Aid
Project No. EBF-124(20)

CAPE SEBASTIAN-MYERS CREEK SECTION OF THE

OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Type Code P.E.
Preliminary Engineering
Type Code 0010
Roadway (Sta. 318+15 thru equa. 440+10.31=424+76.99 to Sta. 471+30)

Salem, Oregon, April 20, 1960
$5,000.00

Clearing and Grubbing	All Required		$	55,000.00
Drainage Excavation, Unclassified	9,000 cu. yds.	3.00		27,000.00
Embankment Foundation Excavation, Unclassified	73,400 cu. yds.	0.50		36,700.00
General Excavation, Unclassified	1,559,600 cu. yds.	0.40		623,840.00
Short Overhaul	5,000,000 yd. sta.	0.0075		37,500.00
Long Overhaul	217.000 C-yd.sta.	0.35		75,950.00
Finishing Roadbed and Slopes	All Required			3,500.00
Rounding Cutbanks	7,200 lin. ft.	0.20		1,440.00
18-inch Asbestos Protected Corrugated Metal Pipe	5,100 lin. ft.	5.50		28,050.00
24-inch Asbestos Protected Corrugated Metal Pipe	490 lin. ft.	8.50		4,165.00
60-inch Asbestos Protected Corrugated Metal Pipe	120 lin. ft.	35.00		4,200.00
Class "A" Concrete in Connectors	8 cu. yds.	100.00		800.00
Metal Reinforcement in Connectors	700 lbs.	0.15		105.00
8-inch Perforated Metal Drain Pipe	19,300 lin. ft.	2.50		48,250.00
12-inch Perforated Metal Drain Pipe	2,400 lin. ft.	3.75		9,000.00
Special Backfill in Drains	5,350 cu. yds.	6.00		32,100.00
102-inch Structural Plate Pipe	All Required			35,500.00
Metal Guard Rail	1,040 lin. ft.	3.00		3,120.00
Loose Riprap	43,600 cu. yds.	3.50		152,600.00
Coarse Crushed Material in Base	6,460 cu. yds.	3.25		20,995.00
3/4" - 0 Material in Base	1,120 cu. yds.	3.50		3,920.00
Sprinkling	1,700 M-gal.	3.00		5,100.00
Preparation of Base	All Required			150.00
3/4" - 0 Material in Binder Course	70 cu. yds.	5.00		350.00
Furnishing and Placing Aggregates	440 cu. yds.	5.00		2,200.00
RC-3 Asphalt	11 tons	55.00		605.00
200-300 Asphalt	34 tons	53.00		1,802.00
RS-1 Asphalt	9 tons	55.00		495.00
				$1,214,437.00

Flagging (57½ of Contractor's Cost)	All Required	$	$ 2,000.00
Signing (Temporary)	All Required		1,000.00
Seeding and Mulching	All Required		10,800.00
Slide Removal	All Required		130,000.00
Work by Coos-Curry Electric Co.	All Required		1,200.00
Work by West Coast Telephone Co.	All Required		12,500.00
	Subtotal		$1,371,937.00
	10% Engr. & Cont.		137,193.00
	Total		$1,509,130.00

Type Code X021
Myers Creek Bridge (Sta. 428+10 to Sta. 431+10)

Shoring, Cribbing, etc.	All Required		$ 8,000.00
Structural Excavation	700 cu. yds.	$6.00	4,200.00
Structural Excavation Below Elevation Shown	75 cu. yds.	10.00	750.00
Furnish 10" BP 42# Steel Piling	350 lin. ft.	5.50	1,925.00
Drive Steel Piles	7 only	125.00	875.00
Splice Steel Piles	2 only	50.00	100.00
Seal Concrete	250 cu. yds.	45.00	11,250.00
Class "A" Concrete (1,085 Cu. Yds. at $72.00)	All Required		78,120.00
Metal Reinforcement (261,000 Lbs. at $0.125)	All Required		32,625.00
Metal Parapet Railing	600 lin. ft.	5.50	3,300.00
8-inch Metal Drain Pipe	50 lin. ft.	4.50	225.00
	Subtotal		$ 141,370.00
	10% Engr. & Cont.		14,137.00
	Total		$ 155,507.00

Length of Roadway - - - - - - - -	3.134 Miles
Length of 1 Structure - - - - - -	0.057 Miles
Total Length- - - - - - - - - - -	3.191 Miles
Cost of Roadway Per Mile- - - -	$481,534.77

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	1,509,130.00	905,000.00	604,130.00
Structure	155,507.00	94,000.00	61,507.00
	$1,669,637.00	$1,002,000.00	$667,637.00

RECEIVED
DEC 5 1962
FOR FILING

4696

December 4, 1962

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

On October 25, 1962, you were notified of the release of final payment on Contract No. 5696, awarded to Peter Kiewit Sons' Co. for grading and structure on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County.

Final payment on this contract is $31,961.19 and the total contract amount is $1,141,405.40, including $112,961.37 for work performed under force account.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC Mr. C. H. Maison
fp

RECEIVED
OCT 26 1962
FOR FILING
EFF 04
5696

October 25, 1962

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

Contract No. 5696 awarded to Peter Kiewit Sons' Company for grading and structure on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, was completed August 16, 1962, and was accepted by the Highway Commission on October 23, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before November 1, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc: Peter Kiewit Sons'
711 E. Main St.
Medford, Oregon

R. L. Porter
L. H. Young
Ivan D. Merchant
C. H. Matson

RECEIVED
OCT 25 1962
FOR FILING

FE-134 (2)

5696

October 24, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 16 on Contract 5696. The contract was with Peter Kiewit Sons' Company and was for grading and structure on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective October 23, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ajw bbc

Surety Letter Written
10-25-62

Hold for Cooper's letters

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1962

SUBJECT: Acceptance of Contract

To: Mr. R. L. Porter
Assistant Highway Engineer

All work on the following contracts is satisfactorily completed. They are ready for acceptance by the State Highway Commission:

Contract No. 5696 with Peter Kiewit Sons' Co. for grading and structure on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, completed August 16, 1962.

Contract No. 6088 with Russell Olson Construction Co., Inc. for stone base and oiling on the Canyon City (Highline and Humbolt Drives) City Street Section in Grant County, completed August 23, 1962.

L. H. Young
Office Engineer

DBP:lt

cc: Floyd Query
C. H. Maison
F. D. Morgan

NOTED
FLOYD QUERY

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 28, 1962

Section Cape Sebastian-Myers Creek

Highway Oregon Coast County Curry

Contractor Peter Kiewit Sons' Co.

Date of ~~contract~~ award May 10, 1960

Date work started June 20, 1960

Project authorization $1,197,660.38
Exclusive of engineering $1,112,493.42

Kind of work Grading and Structure

Section prefix S-1038 EBF-124 (20)

Contract number 5696

Specified work days 200

Work days used 198

Per cent of time elapsed 99.0 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 1,159,043.25

Estimated per cent overrun ~~or underrun~~ . . . . . + 4.2 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 85,166.96

Engineering cost to date $ 78,000, 91.6 %

Date project was completed August 16, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100		100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semifinal estimate will be ready to send in next week.

NOTED
R. L PORTER

Signed [signature] Res. Engr.

Address Box 515 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.13				
Miles partially completed					
Miles completed	3.13				
Total estimated quantities (contract)	1,642,000				
Total quantities corrected to date	1,513,000				
Estimated quantities moved or placed to date	1,513,000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday	Rain & Wind		
Saturday			

- Work completed -

RECEIVED
SEP 24 1962
FOR FILING

EBF-174 (OR)
5696

September 24, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Release of $19,261.17 on contract #5696 on or after October 1, 1962, will be made to Peter Kiewit Sons' Co., for grading-structure on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $30,819.06.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 East Main
Medford
Oregon

RECEIVED
JG 24 1962
FOR FILING

August 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 16, 1962, on Contract No. 5694, Cape Sebastian-Myers Creek Section in Curry County, in connection with Federal-aid Project No. [illegible]-124(20).

We request that your office inspect the contract work and return a signed copy of this letter listing any conditions below which would prevent your final acceptance of the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb

Bureau of Public Roads
Oregon Division Office Enforcement Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

cc: H. S. Cox

RECEIVED
JUN 26 1962
FOR FILING
2696

June 26, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Completion Erosion Control Work
Cape Sebastian-Myers Creek
Oregon Coast Highway
Contract No. 5696
Prefix S-1036-224,238
FAP / SDF - 124(20)

Dear Sir:

The erosion control work on the subject project authorized for state forces work dated March 9, 1961, was completed June 15, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

EAM:mb

cc: L. R. Chandler
E. A. Meola

RECEIVED
NOV 28 1961
FOR FILING

COMMISSIONERS
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
MEDFORD

E1.7: 124 (2)
5696

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 24, 1961

Mr. W. H. Henry
Star Route
Gold Beach, Oregon

Dear Mr. Henry:

Thank you for your recent letter setting forth specific dates for our proposed meeting. I will meet you at your home at 10 A.M. December 9, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
W. T. Wright Attn: L. Holt
F. D. Morgan

NOTED
FORREST COOPER

RECEIVED
NOV 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 28 1961
FOR FILING

COMMISSIONERS
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
MEDFORD

E157.124(20)
5696

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 24, 1961

Mr. W. H. Henry
Star Route
Gold Beach, Oregon

Dear Mr. Henry:

Thank you for your recent letter setting forth specific dates for our proposed meeting. I will meet you at your home at 10 A.M. December 9, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
W. T. Wright Attn: L. Holt
F. D. Morgan

NOTED
FORREST COOPER

RECEIVED
NOV 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE: - Staff Meeting - File

Advise Mr. Cooper of the W. H. Henry matter at Gold Beach.

(Larry Holt said that Mr. Klaboe and the R/W agent met with Mr. Henry - could not remember the date - and got most of this ironed out. They are processing another property description to include the area upon which we trespassed.)

Klabock
11-0-61
1000

Dist 1
Accord

Is this Closed?

Star Rt.
Gold Beach, Oreg
Nov. 19, 1961

State Highway Engineer
State Highway Dept
Salem, Oregon.

Sir:

In response to your Nov. 10th letter, we would be able to meet with representatives of your department Nov 24th anytime afternoon or Dec. 2nd or 9th. Please call (Ch 7-4195) so we will know when to expect you. A phone call at 4:30 to 5 PM will generally find me at home.

We are also concerned about your contractor using sand from our beach between mean high tide and state purchased land so your representative should be prepared to discuss that also.

Yours truly

W H Herwig

Edw.
Please handle
note R/W matter
Copy

RECEIVED
NOV 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

ROUTED FROM EDWARDS

Advise

Asst. State Hwy. Engr.

RECEIVED
NOV 10 1961
FOR FILING
5696

1910
6921

November 10, 1961

Mr. W. H. Henry
Star Route
Gold Beach, Oregon

Dear Sir:

Belated reply is made to your letter of September 29. I have had the matters referred to in your letter of that date investigated, and it has taken somewhat longer than expected.

It appears that we have trespassed on your land to some extent. In order to settle the matter, we suggest that you set a time and date when members of this Department may meet with you and your wife at your home or any other place you may wish to designate.

I regret the inconvenience that this problem has caused you. Please advise me as to your wishes on the proposed meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FEK:fp mc

cc W. C. Williams
Tom Edwards
F. D. Morgan

FORM E-30 50M 3-61 84297

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1961

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
O F F I C E

SUBJECT: File 30258 (Henry)
Cape Sebastian-Myers Creek
Oregon Coast Highway
Contract 5696

We have investigated the complaints from Mr. Henry and wish to give you the following information:

A large portion of the difficulty in dealing with the Henrys is that, to date, we have been unable to get the two of them together and that neither of them will discuss business unless the other is present. Mr. Barnhart has tried to talk to each of them separately but to no avail.

The complaints about the roads should now be settled--the crushed rock surfacing has been placed. The delay in placing this surfacing material was due in large part to the strike last summer and was unavoidable. The right of way was staked in July, but Barnhart was unable to contact Mr. Henry; the right of way has now been restaked.

We did remove material from outside our right of way line, but the material was not rock, as claimed, but was of such quality that it had to be wasted--it was not suitable for fill. The plans show a "Future viewpoint area" at Station 450, and called for a daylight cut. It was staked and constructed as shown on the plans, and this resulted in the removal of 1229 cubic yards of material in an area 130 feet along the right of way line, a maximum of 35 feet wide. The area left in possession of the Henrys is a steep point, without access of any kind. It is deemed advisable to attempt to purchase this remaining parcel since we have been accused of damaging it anyway.

A Rough Draft of a letter to the Henrys is attached.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Asst. Construction Engineer

RECEIVED
NOV 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

CHB:jd

REFERRED TO
State Hwy Engr
BY SECRETARY

Star Route
Gold Beach, Oregon
Sept. 29, 1960

R/W file 30258

REFERRED TO
Edwards
By State Highway Engineer
for appropriate action

State Highway Department
Salem, Oregon

Dear Sirs:

Early in December of this year, it will be one full year since your resident engineer tore up our property near Wildwood Lodge on the relocated Highway 101 near Myers Creek. Last winter no attempt was made to replace the road you ruined "because the weather would not allow working on the road". All summer the road has remained the mass of huge boulders which were hauled in. Soon the rains will come again and we will hear the familiar refrain that the weather hampers the road building.

On April 20, 1961 we gave an option which would have settled the issue of this area completely. The state accepted the option but no deed has been prpared and no work has been done. Our property has been exposed to vandalism partly because we have not been able to go ahead with the fencing mentioned in the option. The fencing cannot be done until the state establishes the lines and the road is completed to the cabin and to the little barn.

The other options which we have with you people have been accepted but when you issued your agreements you put in so many additional restrictive clauses that they were not acceptable to us. We would appreciate having them completed so the transactions can be terminated.

We are also concerned about another matter. In the maps which you furnished us it is apparent that on thepoint of land marked 450 the state has gone on to the land which was left us after you

condemned 40+ acres of our frontage. From your maps, it is clearly indicated that we still own that point of land which extended west beyond the new highway, yet the state has not only leveled it but hauled away the rock which was on it. Early this summer I asked by letter (to Gold Beach resident engineer) if the engineer or one of the surveyors would go over our ~~western~~ eastern boundary line (between the new highway and the ocean) and help us locate the western edge of the highway property. The resident engineer ignored my letter. It is very important to us that we should know exactly where that line is. It would probably be advisable if someone who is in a position to show us that line would plan to go over the ground with us. It would have to be either on a week end or after 4 on a week day so my wife can be there also.

On May 17, you informed me that the State Highway Dept. was a very trustworthy organization and that they would move the fence which they had misplaced north of Wildwood Lodge in the near future. That is almost five months ago. Perhaps your definition of near future is somewhat different from ours.

Why don't you send someone in here with the authority to conclude these agreements and settle these discrepancies so that the whole matter can be wrapped up and finished? There is no advantage to either side to have this affair hanging fire. In regard to the point which I mentioned, that is a matter which needs immediate attention. We do not like the round-around which seems characteristic of our dealings with you.

Yours very truly,

W H Henry

W.H.Henry

RECEIVED
OCT 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1961
FOR FILING

February 24, 1961

1970

Mr. and Mrs. W. H. Henry
Star Route
Gold Beach, Oregon

Dear Mr. and Mrs. Henry:

Thank you for your letter of February 15 which grants us permission to utilize your shale material for reconstruction of your road approach and turnaround.

Mr. G. A. Barnhart, our Resident Engineer in Gold Beach, has been advised to proceed with this work and will contact you prior to commencement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. G. A. Barnhart

LWR:fp er

REFERRED TO Cooper RETURN TO FORREST COOPER

Star Rt.
Gold Beach, Ore.
2/15/61

State Highway Commission
Salem, Oregon

Ed W ?

Sirs:

Mr. Morgan has been to see us in regard to the roadway from Highway 101 to our cabin.

Since it has become important to us to be able to move our household goods to the cabin, we request that you gravel or rock a single width roadway from the highway to our cabin door and our "turn-around space" where your equipment

removed the 3rd top surface. Some provision will have to be made for the stream of water that used to go through our wooden culvert. The culvert was destroyed when your crew worked there previously.

We request that Mr. Henry shall be notified when work will begin so he can be there.

To further the replacement of our road we hereby give permission for the Highway Commission to send necessary crews on our property, and to use our shale on our road. Workmen and equipment are

not to continue this permission to cover other activities than construction of the aforementioned road. The shale shall be secured from the pit where the state previously purchased shale from us.

We realize that the road will be temporary since rainy weather seriously hampers roadbuilding activities.

Yours truly,

Frances S. Henry

F. S. Henry

RECEIVED
FEB 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 1961
FOR FILING

FAF-124(20)

5696

November 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 - supplementary covering pioneering slides on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5696, in connection with Federal Aid Project No. ESF-12½(20).

This supplement to Order for Extra Work No. 2 is submitted to cover overrun in costs for slide removal. Recurrence of slides has increased the amount of work necessary for removal. The additional work has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
OCT 23 1961
FOR FILING

4696

October 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 - 2nd supplement covering extra clearing on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5696, in connection with Federal Aid Project No. ESF-12h(20).

An additional slide has developed in the area covered by Order for Extra Work No. 2 and Supplement No. 1. The extra clearing beyond the slope line is necessary in order to take corrective measures to stabalize the slide.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
APR 3 1961
FOR FILING

ERF-124(20)

5696

408 State Highway Building
Salem, Oregon

March 28, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

08-35.A-28

C. G. Polk, Division Engineer
Salem, Oregon

Oregon Project ERF-124(20), Cape Sebastian-Myers Creek Section,
Oregon Coast Highway - Order for State Force Work No. 5
Seeding and Mulching Slopes - Estimated Cost $10,800
Federal Funds $6,480

Reference is made to your letter dated March 20, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Bowler

NOTED
FORREST COOPER

RECEIVED
MAR 21 1961

FRF-124(20)
5696

March 20, 1961

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 224-230, covering seeding and mulching on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5696, in connection with Federal Aid Project No. [redacted](20).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $10,800, with Federal participation of $6,480.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
DEC 12 1960
FOR FILING
ERF-124(20)
5674

December 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 - supplementary covering pioneering and breakdown of slides on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5626, in connection with Federal Aid Project No. ~~ERF~~-124(20).

This work is necessary to breakdown slides so normal earth moving equipment can be operated. Removal of slide material will be done under price agreement at contract prices.

This order is to supplement Order for Extra Work No. 2 approved by the BPR August 11, 1960. The supplemental order has been verbally approved by the BPR District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
NOV 15 1960
FOR FILING
E157 17.4(20)
5626

November 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the placing and compaction of rock fill above the riprap on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5626, in connection with Federal Aid Project No. ESF-124(20).

It is thought necessary to blanket the fill slopes to prevent erosion. This order for extra work is to cover equipment rental and labor to compact the rock blanket.

This work has been verbally approved by the B.P.R. District Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBPier

RECEIVED
SEP 12 1960
FOR FILING

EBF-124(20)

5696

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering extra clearing on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5696, in connection with Federal Aid Project No. EBF-124(20).

In order to correct the failure of fill foundation between Stations 367 and 375, it is necessary to clear beyond the original, staked, clearing limits.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
Enc.

RECEIVED
AUG 31 1960
FOR FILING
E137-124(20)
5696

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 30, 1960

C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

Oregon Project EBF-124(20)
Cape Sebastian-Myers Creek Section, Oregon Coast Highway
Order for State Force Work No. 4, Install Horizontal Drains
Total estimated cost $9,750
Federal funds $5,850

Reference is made to your letter dated August 24, 1960 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Reimbursement will be made on an actual cash basis.

Porter

RECEIVED
AUG 25 1960
FOR FILING
EST-1.1(2)
5696

August 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 23, covering horizontal drains on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5696, in connection with Federal Aid Project No. [illegible].

This work is necessary to drain potential slide areas. The contractor is not equipped to do this work. The State has the special, necessary equipment, operated by experienced crews, to do the work more economically than by separate contract. This type of equipment is not readily available and it is necessary that it be done in co-ordination with the grading contractor's operations.

The total estimated amount of this order is $9,770.00 with Federal participation of $5,[illegible]0.00. The work has been verbally approved by the B.P.R. Area Engineer.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HRB:er

RECEIVED
JUL 25 1960
FOR FILING
E13+12.1(2)
5696

August 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 230, covering horizontal drains on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5696, in connection with Federal Aid Project No. RSF-12(2).

This work is necessary to drain potential slide areas. The contractor is not equipped to do this work. The State has the special, necessary equipment, operated by experienced crews, to do the work more economically than by separate contracts. This type of equipment is not readily available and it is necessary that it be done in co-ordination with the grading contractor's operations.

The total estimated amount of this order is $9,770.00 with Federal participation of $5,[illegible]0.00. The work has been verbally approved by the B.P.R. Area Engineer.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

BRR:cr

RECEIVED
AUG 25 1960
FOR FILING
E137-124(20)
E.M.

August 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the rebuilding of right of way fences on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5696, in connection with Federal Aid Project No. EEF-124(20).

It is necessary to re-establish fences at locations noted on the Order to construct detours.

A slide between Stations 448 to 460 has broken back of the right of way line. Sheep are being pastured by the landowner and immediate restoration of the fence is necessary to keep them from trespassing on the highway.

The detour to be constructed between Stations 473 and 478 will go outside of the present right of way. It will be necessary to re-establish the fence at this location also to prevent trespass of stock on the highway.

This work has been verbally approved by the Bill Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
AUG 3 - 1960
FOR FILING
ERF 124(20)

August 3, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering construction signing on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5696, in connection with Federal Aid Project No. ERF-124(20).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen. Signs will be in accordance with the Oregon Manual on Uniform Traffic Control Devices. A list of the anticipated signs is enclosed.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
JUL 28 1960
FOR FILING
311-046)
5696

July 27, 1960

Oregon State Highway Commission

Gentlemen:

On July 26, 1960, at 11:30 a.m., permission was granted for the following construction speed zones on the Oregon Coast Highway, No. 9:

20 miles per hour on the Cape Sebastian-Myers Creek Section between M.P. 335 and M.P. 336

25 miles per hour between Myers Creek (M.P. 338) and the south end of the project (M.P. 339)

Your concurrence in the establishment of the construction speed zones listed above is recommended.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

O. G. Williams
State Highway Engineer

VPJ:pk me

cc Mr. G. S. Paxson
Mr. F. B. Crandall

RECEIVED
JUL 27 1960
FOR FILING
EBF 124(20)
5696

July 25, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering pioneering and breakdown of slides on the Cape Sebastain-Myers Creek Section of the Oregon Highway in Curry County, Contract No. 5696, in connection with Federal Aid Project No. EBF-124(20).

Some slides have occurred on this project and other are anticipated. This order is to provide for pioneering and breaking down the slides so normal earth moving equipment can be used for removing the slide material.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL - 8 1960
FOR FILING

FILE 24(20)
5616

July 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County, Contract No. 5696, in connection with Federal Aid Project No. ESF-124(20).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
JUN 1960
FOR FILING
EBF 124(20)
5696

When replying, refer to:
06-35.5

408 State Highway Bldg.
Salem, Oregon

June 28, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter

Re: West Coast Telephone Co.
Utility adjustment
Cape Sebastian-Myers Creek Section
Oregon Coast Highway
Project EBF-124(20)

Dear Sir:

Reference is made to your letter of June 23, 1960.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated May 2, 1960 and June 14, 1960, regarding the adjustment of facilities of the referenced utility company.

Authorization to proceed with the work is granted as of June 23, 1960. Approval is subject to the provisions of PPM 30-4.

Porter

Very truly yours,

C. G. Polk
Division Engineer

By:
D. M. Emrich
District Engineer

NOTED
FORWARD COPIES

RECEIVED
JUN 27 1960
FOR FILING
FBF-124(20)
5696

June 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 20, 1960, on Contract No. 5696, Cape Sebastian-Myers Creek Section, in Curry County, in connection with Federal Aid Project No. EBF-12A(20).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
JUN 23 1960
FOR FILING
EBF-124(20)
56'16

June 23, 1960

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Cape Sebastian-Myers Creek Section
Oregon Coast Highway, Coos County
Project No. EBF-124(20)

Dear Sir:

Herewith are the following data in connection with adjustment of the facilities of West Coast Telephone Co. on the subject project

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the company for moving certain portions of its line.

2. Two copies of the company's estimate for adjusting its line.

3. Two copies of the sketch prepared by the company showing the line revisions.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

FORM S-120

RECEIVED
JUN 14 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

FOR 124(20)

5676

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 14, 1960

Peter Kiewit Sons' Co.,
Sparta Bldg.,
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5696, awarded May 10, 1960, for grading-structure on the Cape Sebastian-Myers Creek Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
JUN - 2 1960
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

EBF-124(20)
When replying, refer to
08-35.8-DB

5F96

408 State Highway Building
Salem, Oregon

June 1, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We concur in your request of May 31, 1960 for permission to revise the typical section on the northerly 2500 ft. of the Cape Sebastian-Myers Creek section of the Oregon Coast Highway Project EBF 124(20).

The change will reduce the lane width from 12 ft. to 11 ft. in order to match the proposed construction on the Buena Vista Wayside-Cape Sebastian section. Our approval is conditioned upon the work being done at contract unit prices.

In order to accomplish this change, it will be necessary for you to submit a revised estimate and revised typical section and summary of quantities plan sheets.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

RECEIVED
JUN - 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY - 9 1960
FOR PUBLIC

FBF-124(20)

5696

When replying, refer to
08-35.4-O

408 State Highway Building
Salem, Oregon

May 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5696 for Oregon Project FBF-124(20), Cape Sebastian-Myers Creek Section of the Oregon Coast Highway, to Peter Kiewit Sons Co. of Omaha, Nebraska, low bidder in the amount of $907,087.00 at the May 10, 1960 bid opening.

Very truly yours,

C. C. Polk
Division Engineer

RECEIVED
APR 1960
FOR FILING
IBF-124(20)
5696

When replying, refer to:
08-35.1

408 State Highway Building
Salem, Oregon

April 22, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project IBF-124(20), Cape Sebastian-Myers Creek Section, Oregon Coast Highway.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

Porter

C. G. Polk
Division Engineer

By:

D. M. Emrich
Acting Division Engineer

21-3353 Ona Beach St. Park 1960
Shelter Latrine
#5697

RECEIVED
NOV 25 1960
FOR FILING

November 25, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5697 for construction of a shelter latrine in Ona Beach State Park on the Oregon Coast Highway in Lincoln County was completed by the contractor, C. M. Corkum Co. Inc., on August 19, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $1,398.44 will be released to the contractor on or after December 5, 1960. The total contract amount is $16,358.73, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: C. M. Corkum Co. Inc.,
Box 789
Portland 7
Oregon

FORM E-123

RECEIVED
JUN - 7 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5697

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

C. M. Corkum Company, Inc.,
2630 SW 2nd Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5697, awarded May 10, 1960, for construction of shelter latrine in Ona Beach State Park on the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

I-5-4(36)216 N. Albany Jct.-McKenzie 1960
R. Sec., Pac. Hwy.
#5698 (rdwy. illumin.)

RECEIVED
MAR 7 1961
FOR FILING
I-5-4(36)216
5698

March 6, 1961

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5698 for illumination of the North Albany and Santiam Interchanges on the North Albany Jct. - McKenzie River Section of Pacific Highway in Linn County was completed by the contractor, Sierra Electric Co. Inc., on February 2, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $4,435.35 will be released to the contractor after acceptance by the Commission. The total contract amount is $38,399.64, of which amount $293.77 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Doxey Insurance Agency
115 SW 4th Avenue
Portland, Oregon

cc: Sierra Electric Co. Inc.,
6015 NE Mallory
Portland, Oregon

RECEIVED
FEB 23 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-4(36) 216
5698

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 21, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Room 408
State Highway Building
Salem, Oregon

Dear Sir:

Sierra Electric Company completed work on the North Albany Junction-McKenzie River Section Illumination on the Pacific Highway in Lane County, Contract #5698, FAP No. I-5-4(36)216, on February 2, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:mk

cc: J. W. Nash
Floyd Query
D. B. Parkes

NOTED ON CARD

RECEIVED
SEP 27 1960
FOR FILING

1-5-4(36)216

5698

September 26, 1960

Lenske, Spiegel & Spiegel, Attorneys at Law
1123 S. W. Fifth Avenue
Portland 4, Oregon

Attention: David M. Spiegel

Gentlemen:

This is to acknowledge receipt of your letter of September 26, requesting the status of the Sierra Electric Company's contracts in the vicinity of Ontario and Albany. Sierra Electric Company is the principal contractor on these two projects, described as follows:

> Contract 5646, Roadway and sign installation, North Ontario and Idaho Avenue Interchanges on the Old Oregon Trail Highway in Malheur County. Surety, Maryland Casualty Company; Agent, Dorey Insurance, 115 S. W. Fourth Avenue, Portland.
>
> Contract 5698, North Albany and Santiam Interchange illumination, North Albany Junction-McKennie River Section of the Pacific Highway in Linn County. Surety, Maryland Casualty Company; Agent, Dorey Insurance, 115 S. W. Fourth Avenue, Portland.

Our Bridge Division informs us that Contract 5646 is approximately 55% complete and Contract 5698 is approximately 83% complete as of this date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

LENSKE, SPIEGEL & SPIEGEL
ATTORNEYS AT LAW
LAWYERS BUILDING
1123 S.W. FIFTH AVENUE
PORTLAND 4, OREGON
CAPITOL 7 1251

September 26, 1960

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I am writing as attorney for Portland Electric and Plumbing Company.

Portland Electric and Plumbing Company has supplied to the Sierra Electric Company for two electrical installations that it is doing for the Commission. Our understanding is that both are matters of highway lighting, one located just outside of Ontario, Oregon, and the other located at Albany, Oregon.

I would appreciate being informed as to the status of these jobs, i. e., if either has been completed and whether the Sierra Electric Company holds direct contracts with yourself or is a sub contractor to another general contractor. If they are the direct contractor, I would like the name of their bondsman, or if they are the sub contractor, the name of the prime contractor and his bondsman.

Very truly yours,

David M. Spiegel

DMS:f

1-26-60
#5646 55%
#5698 83%
Both Sierra Electric Co. Contracts

RECEIVED
SEP 26 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUN - 3 1960

FORM E-123

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5698

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

Sierra Electric Company, Inc.,
6015 NE Mallory
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5698, awarded May 10, 1960, for the North Albany and Santiam Interchange Illumination Project on the North Albany Jct.-McKenzie River Section of Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED

I-5-4(36)216

When replying, refer to
08-35.4-0

5698

408 State Highway Building
Salem, Oregon

May 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5698 for Oregon Project I-5-4(36)216, North Albany Jct.-Halsey Interchange Section, (Signing & Illumination), Pacific Highway, to Sierra Electric Company, Inc. of Portland, Oregon, low bidder in the amount of $41,189.00 at the May 10, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Porter

RECEIVED

FOR PUBLIC

I-5-4(36)216

When replying, refer to
08-35.4-0

5698

408 State Highway Building
Salem, Oregon

May 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5698 for Oregon Project I-5-4(36)216, North Albany Jct.-Halsey Interchange Section, (Signing & Illumination), Pacific Highway, to Sierra Electric Company, Inc. of Portland, Oregon, low bidder in the amount of $41,189.00 at the May 10, 1960 bid opening.

Porter

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
FOR FILING
I 5 4(36)216
5698

When replying, refer to:
08-35.1

408 State Highway Building
Salem, Oregon

April 22, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(36)216, North Albany Junction-Halsey Interchange Section of the Pacific Highway (Illumination).

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

By:

D. M. Emrich
Acting Division Engineer

Bonter

23-1093 W. Unit, Burrell-Vale 1960
Sec. of Central Ore. Hwy.
#5699 (Grad. & Pav.)

RECEIVED
NOV 14 1960
FOR FILING

November 14, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5699 for grading-paving the West Unit of the Burrell-Vale Section of the Central Oregon Highway in Malheur County was completed by the contractor, C. E. Lassberg, on September 7, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $2,494.87 will be released to the contractor on or after November 25, 1960. The total contract amount is $83,953.91, of which amount $791.55 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP 27 1960
FOR FILING

22-1093

5699

September 27, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. K. Leseberg on contract #5699 for grading-paving the West Unit of the Burrell-Vale Section of the Central Oregon Highway in Malheur County.

This payment, in the amount of $4,644.12, will be released to contractor on or after October 7, 1960. The retained percentage is $2,494.87.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Form E-1—(Rev.)—

23-1093

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 11, 1960, 19

Section West Unit, Burrell-Vale Sect

Highway Central Oregon County Malheur

Contractor C. E. Leseberg

Date of contract May 10, 1960

Date work started May 18, 1960

Project authorization $93,033.00
Exclusive of engineering $86,417.32

Kind of work Grading and Paving

Section prefix 23-1093

Contract number 5699

Specified work days 70

Work days used 60

Per cent of time elapsed 85 %

Estimated cost of completed project, exclusive of engineering $84,318.32

Estimated per cent overrun or underrun . . . . . 02.3 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $6615.68

Engineering cost to date $5831.10, 88 %

Date project was completed Sept. 7, 1960, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contract completed and Semifinal estimate mailed to Division Office on Thursday September 8, 1960.

NOTED

M. N. Juve

NOTED

C. E. PAULSEN

RECEIVED
SEP 12 1960
NOTED-
ACE COE

Signed Leon Allebaugh

Address P. O. Box 561, Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.91	2.91			2.91
Miles partially completed					
Miles completed	2.91	2.91			2.91
Total estimated quantities (contract)	12,200 cy	3000 cy			9700 ton
Total quantities corrected to date	8700 cy	3000 cy			9427 ton
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	Contract Complete				
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday			
Wednesday		all	
Thursday			
Friday		week	
Saturday			

FORM E-128

RECEIVED
JUN - 7 1960

COMMISSION FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND

KENNETH N. FRIDLEY, MEMBER
WASCO

GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

22-1093

5699

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Mr. C. E. Lesseberg
1201 Reece Avenue
Nyssa
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5699, awarded May 10, 1960, for grading-paving the West Unit of the Burrell-Vale Section of Central Oregon Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dg
Encl.

23-8320 Idaho Line-Antelope Reservoir 1960
Rd. Rock Prod. Proj.
#5700

23-8320 Idaho Line-Antelope Reservoir 1960
Rd. Rock Prod. Proj.
#5700

RECEIVED
FEB 9 1961
FOR FILING

23-8320

5700

Salem, Oregon
February 6, 1961

Idaho Line-Antelope Reservoir Rd.
I.O.H. & Jordan Valley Highways
Malheur County, Contract No. 5700

Mr. C. D. Conner
Division Office Engineer
La Grande, Oregon

We are returning herewith contractor's file copies of the final estimate and voucher for the subject project. They should be returned to him.

Also, if the contractor wishes to file a claim, it should be done through the Construction Division. The opinion here is that you have adequately answered him.

R. L. Porter
Office Engineer

Enclosures

DBP:er

RECEIVED
JAN 11 1961
FOR FILING
2.2-4321.1
5700

January 11, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5700 for the Idaho Line-Antelope Reservoir Road Rock Production Project on the I.O.N. and Jordan Valley Secondary Highways in Malheur County was completed by the contractor, C. E. Leseberg, on October 17, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $10,406.45 will be released to the contractor on or after January 20, 1961. The total contract amount is $35,836.62, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: C. E. Leseberg
201 Reece Ave.,
Nyssa, Oregon

Form E-1—(Rev.)—

23-8320
#5700

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 4, 1960

Section Idaho Line-Antelope Reservoir Road
Kind of work Rock Production
Highway I.O.N. & J.V. Sec County Malheur
Section prefix 23-8320
Contractor C. E. Loseberg
Contract number 5700
Date of contract May 10, 1960
Specified work days 70
Date work started July 7, 1960
Work days used 88
Project authorization . . . . . $ 47,776.22
Exclusive of engineering . . . . $ 44,378.80
Per cent of time elapsed 126 %
Estimated cost of completed project, exclusive of engineering . . . . . $ 42,097.38
Estimated per cent overrun or underrun . . . . . 5 %
Per cent of contract completed, based on estimated cost . . . . . 100 %
Engineering authorization . . . . $ 3,397.42
Engineering cost to date $ 3,397.42, 100 %
Date project was completed October 17, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate completed and submitted to Division Office this week.

CONSTRUCTION DIVISION
RECEIVED
NOV 7 1960
NOTED-- CE FHWA ACE COE

NOTED

Signed L. C. Johnson

Address 252 S. Date St. Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			33.94		
Miles partially completed					
Miles completed			33.94		
Total estimated quantities (contract)			11,635		
Total quantities corrected to date			11,594.40		
Estimated quantities moved or placed to date			11,594.40		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday			

FORM E-120

RECEIVED
JUN - 3 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH M. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

5700

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

Mr. G. E. Lesseberg
1201 Reece Avenue
Nyssa
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5700, awarded May 10, 1960, for the Idaho Line-Antelope Reservoir Road Rock Production Project on the I.O.N. and Jordan Valley Secondary Highways in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

26-4226 Divisions #1 and #2 1960
Structural Painting
#5701

RECEIVED
SEP 19 1960
FOR FILING

26-4226
52-1

September 16, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5701 for handrail maintenance painting on Divisions #1 and #2 of Pacific and Salem-Dallas Highways in Marion-Multnomah-Polk Counties was completed by the contractor, Tri-State Painting Co., on September 2, 1960, but has not yet been accepted by the Commission.

Final payment in the amount of $5,523.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $22,640.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
AUG 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1960

SUBJECT: Center Street Bridge
Struc. Painting
Contract #5701
26-4226

To:
Ivan Merchant
Bridge Engineer
BUILDING

Mr. W. E. Muller advised me that the 12" channel beam supporting the sidewalk and handrail on the Center Street Bridge was omitted from the painting contract. As the contractor was required to paint the handrail post to the bottom of the steel channel, it would be advisable to paint the channel on the outside to correspond to handrail post in place of leaving the beam painted black.

I have contacted Mr. Stephenson and recommended and received his approval to have the contractor paint the 1685 lineal feet of channel on a price agreement of $500.00.

H. W. Hughlett
H. W. Hughlett
State Bridge Superintendent

HWH:pa
cc: P. M. Stephenson
A. E. Johnson
J. D. Walker
W. E. Muller

RECEIVED
AUG
OFFICE OF
STATE ENGINEER

NOTED
P. M. STEPHENSON

FORM S-123

RECEIVED
JUN - 3 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

16 426

5701

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

Tri-State Painting Company
9100 SE Stanley Avenue
Portland 6
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5701, awarded May 10, 1960, for handrail maintenance painting of Division #1 and #2 on the Pacific and Salem-Dallas Highways in Marion-Multnomah-Polk Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

S-454(1) Buell Rd.-Willamina Sec. of Willamina-Sheridan Hwy. (Grad. & Pav.) 1960

#5702

RECEIVED
DEC 11 1960
FOR FILES
S-454(1)
5702

December 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Doall Road-Willamina Section
Willamina-Sheridan Highway
Polk County, Contract No. 5702
Project No. S-454(1)

Dear Sir:

This is to advise you that seeding and mulching on the subject project, authorized under Order for State Force Work No. 2, was completed November 3, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By:

R. L. Porter
Office Engineer

DBP:lt

RECEIVED
NOV 29 1960
FOR FILING
F-454 (1)
5702

November 28, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5702 for grading-paving the Buell Road-Willamina Section of the Willamina-Sheridan Secondary Highway in Polk County was completed by the contractor, J. C. Compton Co., on October 3, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $881.79 will be released to the contractor on or after December 8, 1960. The total contract amount is $30,372.80, of which amount $979.96 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
P. O. Box 117
McMinnville, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville, Oregon

RECEIVED
OCT 26 1960
FOR FILING
5-4-1(1)
5702

October 26, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co., on contract #5702 for grading-paving the Buell Road-Willamina Section of the Willamina-Sheridan Secondary Highway in Polk County.

This payment, in the amount of $10,892.79, will be released to contractor on or after November 5, 1960. The retained percentage is $881.79.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Dc

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
P. O. Box 117
McMinnville, Oregon

RECEIVED
OCT 12 1960
FOR FILING

S-454(1)

5702

October 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 3, 1960, on Contract No. 5702, Buell Road-Williamina Section, in Polk County, in connection with Federal Aid Project No. S-454(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

cc: Clarence G. Swenson

Form E-1—(Rev.)

L-454(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 7, 1960

Section Buell Road - Willamina

Kind of work Grading & Paving

Highway Willamina - Sheridan County Polk

Section prefix 127-1054

Contractor J.C. Compton Co.

Contract number 5702

Date of contract May 10, 1960

Specified work days 70

Date work started June 13, 1960

Work days used 70

Project authorization . . . . . $ 35,7[illegible].94

Exclusive of engineering . . . . $ 33,[illegible].22

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 31,212.80

Estimated per cent overrun or underrun . . . . . - 6 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ [illegible]24.32

Engineering cost to date $ 2,706, 10[illegible] %

Date project was completed October 3, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	-	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed project as of noon, night October 3, 1960.

RECEIVED
OCT 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
OCT 7 1960

NOTED-- DE RE AGE CDE

Signed Lee M. Harris, Jr. Inst.

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.3	0.3			0.3
Miles partially completed					
Miles completed	0.3	0.3			0.3
Total estimated quantities (contract)	5,200	3,375			1,000
Total quantities corrected to date	5,100	3,350			886
Estimated quantities moved or placed to date	5,100	3,350			886
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day		1 two man crew 1 onday			
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cloudy		
Tuesday	cloudy		
Wednesday	cloudy		
Thursday	showers		
Friday	rain		
Saturday			

RECEIVED
OCT 1960
FOR FILING
S-454 (1)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: October 3, 1960

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project S-454(1) Buell Road-Willamina Section
Willamina-Sheridan Highway
State Force Order dated September 15, 1960
Seeding and Mulching of slopes
Extimated cost - $150.00
Federal participation - $90.00

Reference is made to your letter dated September 26, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

NOTED
COPIES TO CHIEF

RECEIVED
OCT 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Porter
Edwards (Rollo)

RECEIVED
SEP 27 1960
FOR FILING
S-454 (1)
5702

September 26, 1960

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 22[illegible], providing grading and painting on the Dull Rock-Hillsdale Section of the Sheridan Highway in Polk County, Contract No. [illegible], Federal Aid Project No. S-454(1).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PRM 23-6.3 is requested.

The total estimated amount of the order is $350.00, with Federal participation of $90.00.

Very truly yours,

H. C. Williams
State Highway Engineer

By

R. L. Porter
Office engineer

DEP:sw

Enc.

RECEIVED
AUG 17 1960
FOR FILING
S-4154(1)
5102

August 16, 1960

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 276, covering permanent signing on the Sunil Road-Hillsboro Section of the Willamina-Sheridan Highway in Polk County, Contract No. 5702, in connection with Federal Aid Project No. S-4154(1).

This work is necessary for the direction and guidance of traffic upon completion of the project. The contractor is not equipped to do this work, while the State has the necessary special equipment and experienced crews. The amount is too small to be done by separate contract. The signs are to conform to the Oregon Manual on Uniform Traffic Control Devices. The materials are purchased on the open market through competitive bids.

The total estimated amount of this order is $300.00 with Federal participation of $150.00. Verbal approval of this work has been given by the BPR Area Engineer. Your approval on actual cost basis under the provisions of PPM 31-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBPier
Encl.

RECEIVED
JUL 29 1960
FOR FILING
S-454(1)
5702

14

July 27, 1960

Oregon State Highway Commission

Gentlemen:

On July 26, 1960, at 9:30 a.m., permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Buell Road-Willamina Section of the Willamina-Sheridan Highway, No. 157.

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on the Buell Road-Willamina Section of the Willamina-Sheridan Highway, No. 157, between M.P. 1.59 and M.P. 1.90.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

R. C. Williams
State Highway Engineer

VPJ:pk mc

cc Mr. G. S. Paxson
Mr. F. B. Crandall

RECEIVED
JUN 22 1960
FOR FILING
S 454(1)
5702

June 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 14, 1960, on Contract No. 5702, Busll Road-Willamina Section, in Polk County, in connection with Federal Aid Project No. S-454(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

James A. Hardie
Assistant Office Engineer

DBP:bb

Contract No 5702 6-16-60 A

RECEIVED
6-7-60
FOR FILING

Monthly Transaction No.

Form [illegible]-2 (9-[illegible]57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State: Oregon

County: Polk

Project Agreement No.: S-454(1)

Project No.: S-454(1)

FEDERAL-AID PROJECT AGREEMENT

5702

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

St. Rd. Buell Road to Willamina

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-20-60	0.3
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 34,953	$ 21,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. C. Folk**
Division Engineer

By: [signature]
R. C. Wright
Administrative Manager

Date executed by Division Engineer **June 16, 1960**

USComm-DC 40257

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Buell Road-Willamina Section, Project No. S-454(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

May 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Buell Road-Willamina Section, Project No. S-454(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-454(1)

BUELL ROAD-WILLAMINA SECTION OF THE

WILLAMINA-SHERIDAN HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 24, 1960

Type Code 6201
Roadway (Sta. 9+50 to Sta. 26+00) (Contract No. 5702)

Clearing and Grubbing	All Required		$ 600.00
Drainage Excavation, Unclassified	120 cu. yds.	$ 3.00	360.00
General Excavation, Unclassified	5,200 cu. yds.	1.10	5,720.00
Finishing Roadbed and Slopes	0.31 mile	1,500.00	465.00
Rounding Cutbanks	750 lin. ft.	0.15	112.50
6-inch Perforated Metal Drain Pipe	220 lin. ft.	1.80	396.00
Special Backfill in Drains	32 cu. yds.	5.00	160.00
12-inch Concrete Pipe	100 lin. ft.	1.80	180.00
18-inch Concrete Pipe	200 lin. ft.	3.10	620.00
Extra for Pipe Under Pavement	25 lin. ft.	4.00	100.00
Metal Guard Rail	525 lin. ft.	2.65	1,391.25
Guide Posts, Type W-2	10 only	6.00	60.00
Class "A" Concrete	2 cu. yds.	80.00	160.00
Metal Reinforcement	136 lbs.	0.20	27.20
Pipe Handrail	30 lin. ft.	5.00	150.00
Coarse Crushed Material in Base	2,800 cu. yds.	2.75	7,700.00
3/4" - 0 Material in Base	575 cu. yds.	3.00	1,725.00
Sprinkling	90 M-gals.	3.00	270.00
Class "B" Asphaltic Concrete	1,000 tons	8.95	8,950.00
Extra for Paving Approaches	6 only	30.00	180.00
			$29,326.95
Slide Control	All Required		1,000.00
Signing (Temp.)	All Required		200.00
Signing (Perm.)	All Required		100.00
Seed and Mulch	All Required		150.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Work by Portland General Electric Co.	All Required		500.00
	Subtotal		$31,776.00
	10% Engr. and Cont.		3,177.00
	Total		$34,953.00

Length of Roadway . . . . . .0.313 Mile
Cost of Roadway Per Mile $111,670.92

Federal Funds	$21,000.00
State Funds	13,953.00
	$34,953.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds For Maint: Chap. 529, laws 1939.

RECEIVED
JUN 10 1960
FOR FILING
L 4540
5702

Salem, Oregon
June 9, 1960

Mr. J. D. Walker

Herewith copy of a letter from the Longview, Portland & Northern Railway Company which in effect grants permission to go ahead with our work at Willamina.

I understand that Mr. Benner has presented options to the Railway Company and that he is assured that they will execute these options.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Tom Edwards
Mr. Esthel Benner

LONGVIEW, PORTLAND & NORTHERN RAILWAY COMPANY

LONGVIEW, WASHINGTON

June 7, 1960

J. H. MORTISEN, PRESIDENT & GENERAL MANAGER

FILE NO.

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregnn

Dear Sir:

Regarding your inquiry dated April 27, 1960 for an encroachment easement on our right of way between Stations 267+50 and 272+75 and your offer to purchase the encroachment in the area between Stations 263+70 and 267+50.

We are agreeable to furnishing you the easement requested and to the purchase by you of the area between Stations 263+70 and 267+50.

Will you please make an offer for the tract you expect to purchase and I will pass it along for consideration.

Very truly yours,

A. Holman

A. Holman
Chief Engineer

AH:j

cc: J. H. Mortisen

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

Located Line

ENCROACHMENT ON WILLAMINA & GRANDE RONDE

WILLAMINA - SHERIDAN HIGHWAY

• BUELL ROAD •

Polk County

Scale 1" = 50'

April, 1960
Revised June 1960

DWG. No. 8B-17-18

OREGON STATE HIGHWAY DEPARTMENT

Located Line

ENCROACHMENT ON WILLAMINA & GRANDE RONDE

WILLAMINA - SHERIDAN HIGHWAY

· BUELL ROAD ·

Polk County

Scale 1" = 50'

April, 1960
Revised June 1960

DWG. No. 8B - 17 - 18

NDE R.R.

9+60.00 P.O.T. Bk=
9+60.00 P.O.T. 4'L.t.
9+80.57 P.S.
To Wallace Bridge
10
272+75
96.67
45°
7"

HILL ST.

HWY 600' Sp.
S = 24°
a = 1 1/3

15+80.57 P.S.C.

HWY 8° CL
$T_D = 91°52'30"$
$T_{S^1} = 1043.94$
$T_{S^2} = 920.78$

Existing Roadway

20'

℄ Relocated Highway

10'

Hwy R/w Line

RR R/w Line

50'

Proposed R/w Line

℄ Willamina & Grande Ronde R.R.

R.R. 259+17.0 C.C.

To Williamina

Sec.1

Sec.

50'

50'

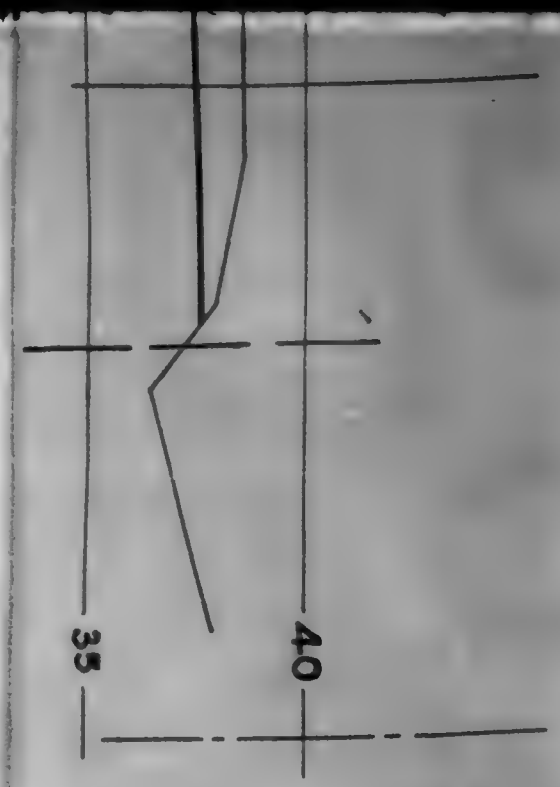
12+00

13+00

14+00

℄ Relocated Hwy

℄ R.R. R/W Line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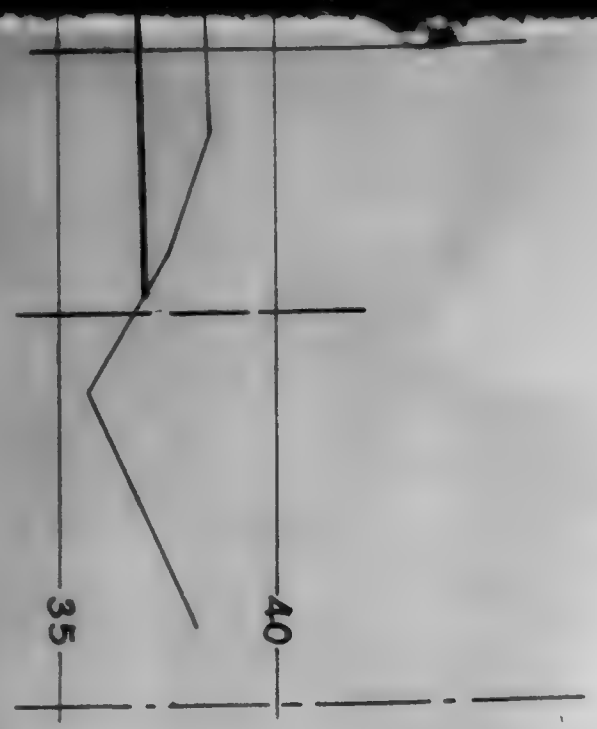
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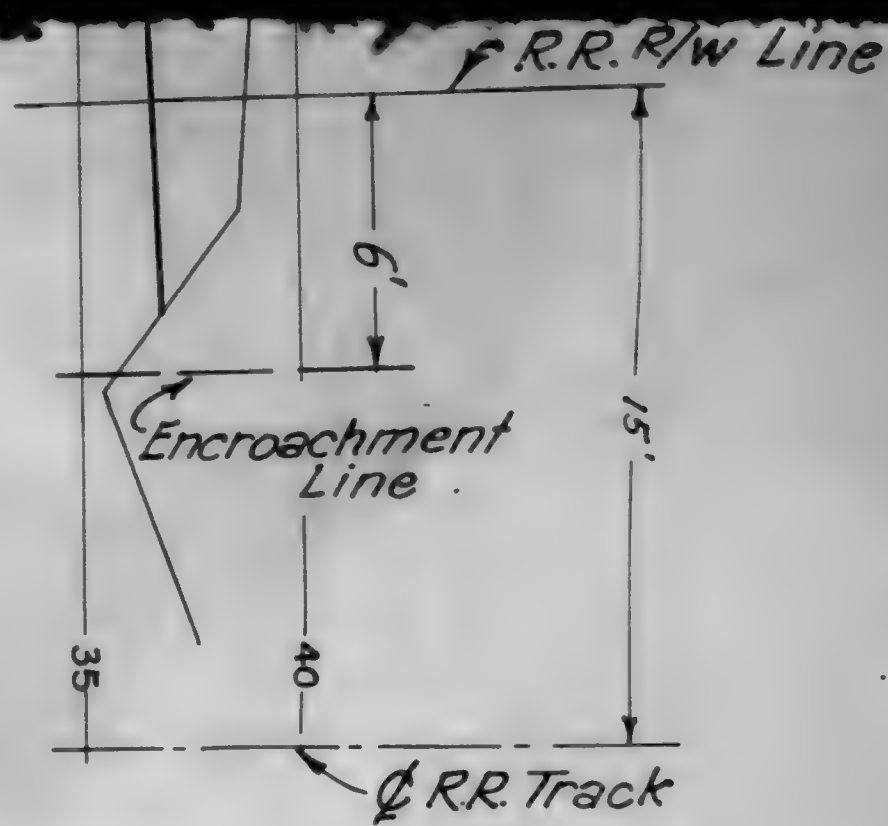
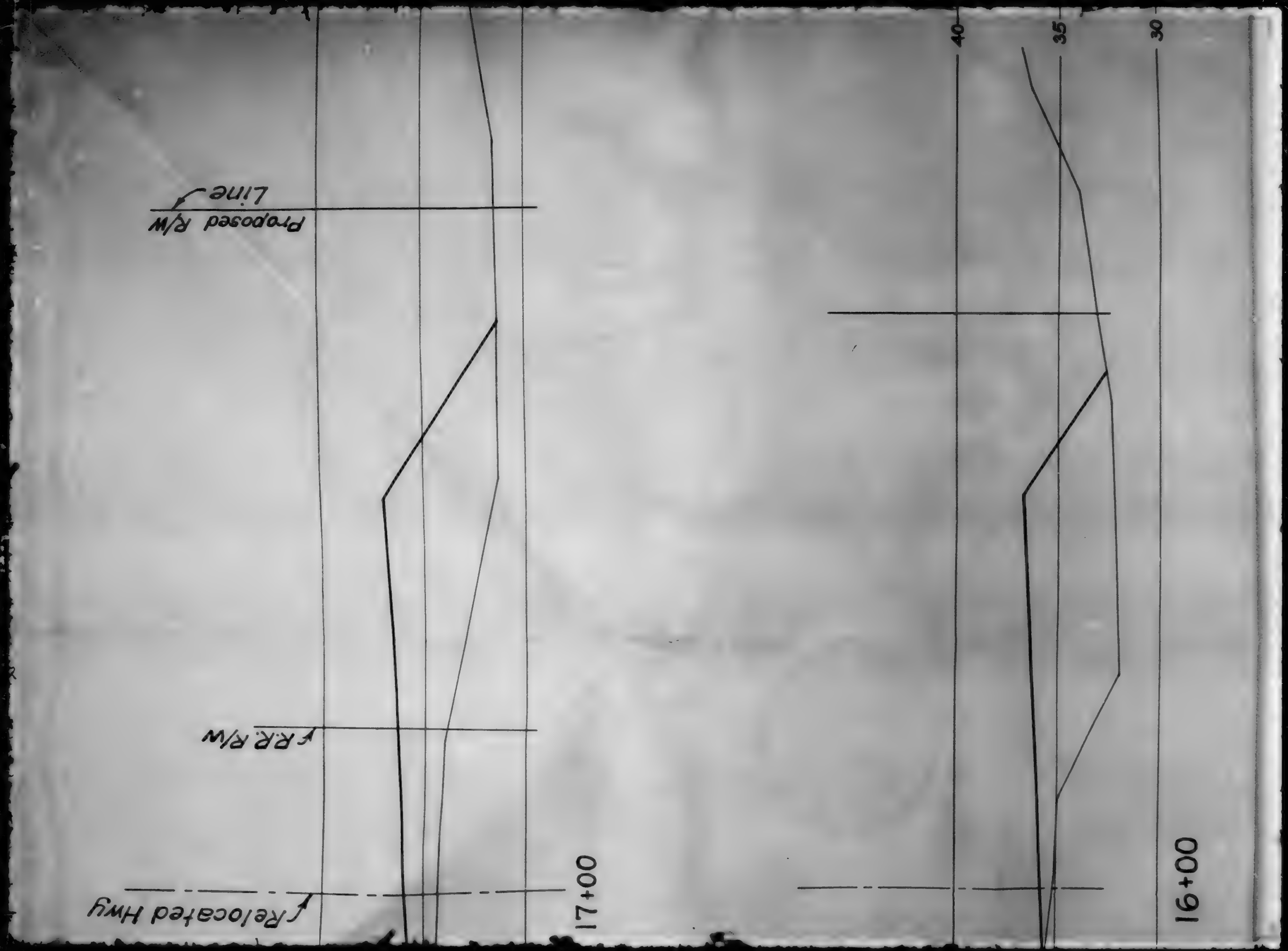

℄ R.R. R/W Line
6'
Encroachment Line
15'
35
40
℄ R.R. Track

R.R. R/W

16+91

17+00

Relocated Hwy


Proposed R/W Line
RR R/W
Relocated Hwy
17+00
16+00
40
35
30

30
35
40

30
35
40
℄ RR

88-11-18

14°

Polk County

Scale 1"-50'

April, 1960
Revised June 1960

Dwg. No. 8B-17-18

R.R. 269+61.6 C.C.

270

Encroachment Line

R.R. 271+91.6 C.C.

9+60.00 P.O.T. BK=
9+60.00 P.O.T. AHEAD
9+80.57 P.S.

10

15

272+75

To Wallace Bridge

HWY 600' Sp.
S = 24°
α = 1 1/3

15+80.57 P.S.C.

-15

50'

Toe of Hwy. Fill

15'

15'

916'

15'

Limit of Construction

267+50

265+50

P.S.C.

To Buell

Scale: 1"=50'

T.6S. R.12W.

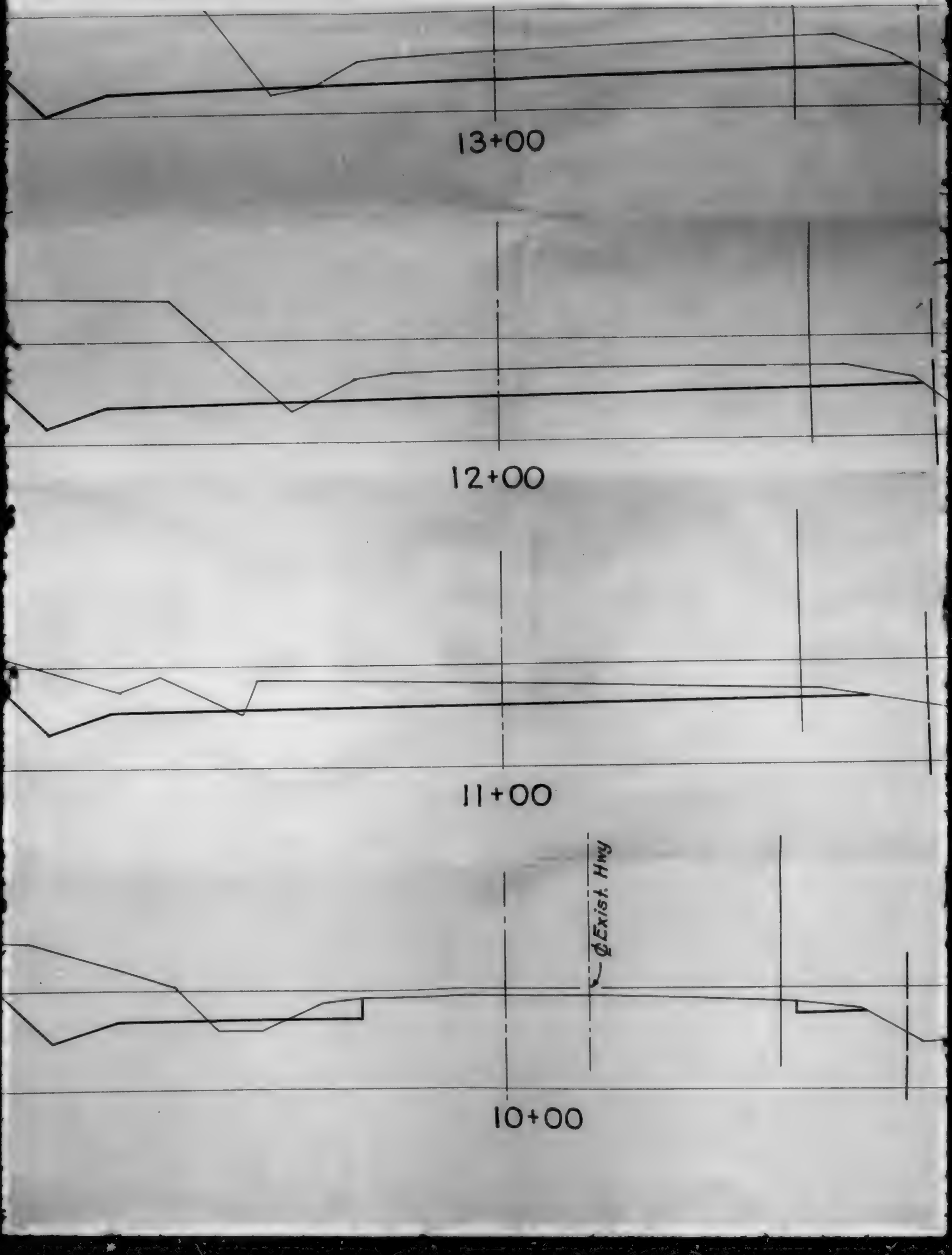
R.R. 4° C.R.
Δ=42°35'

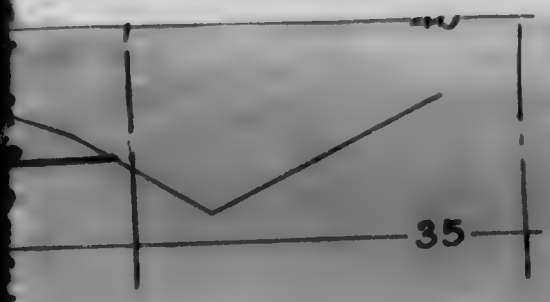
R.R. 259+17.0 C.C.

Sec. 1

Sec. 12

50'


13+00
12+00
11+00
℄Exist. Hwy
10+00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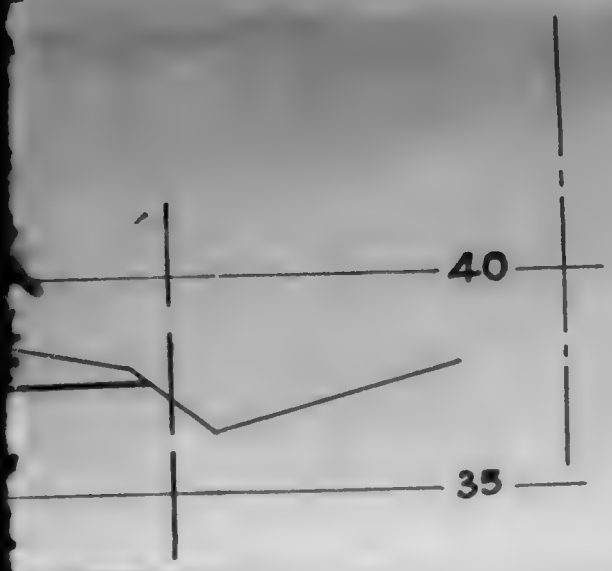
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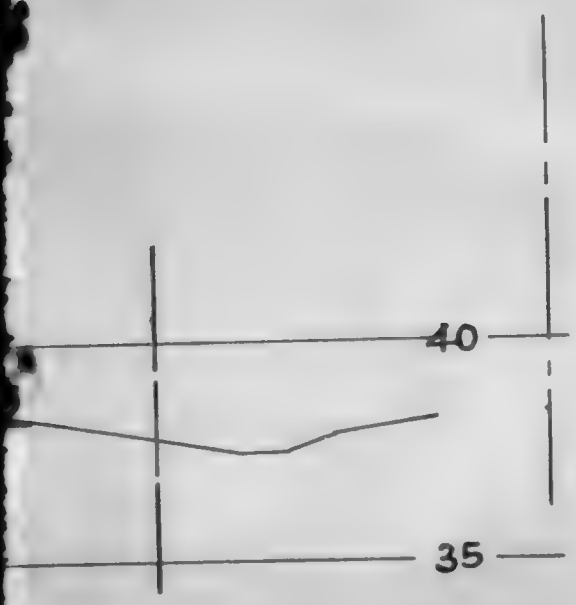
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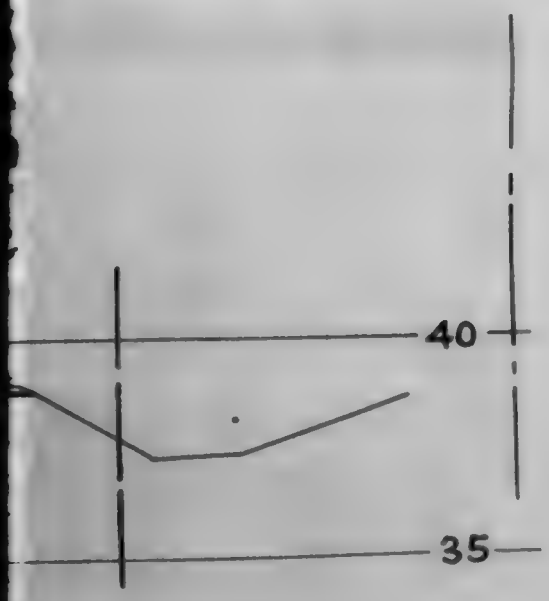
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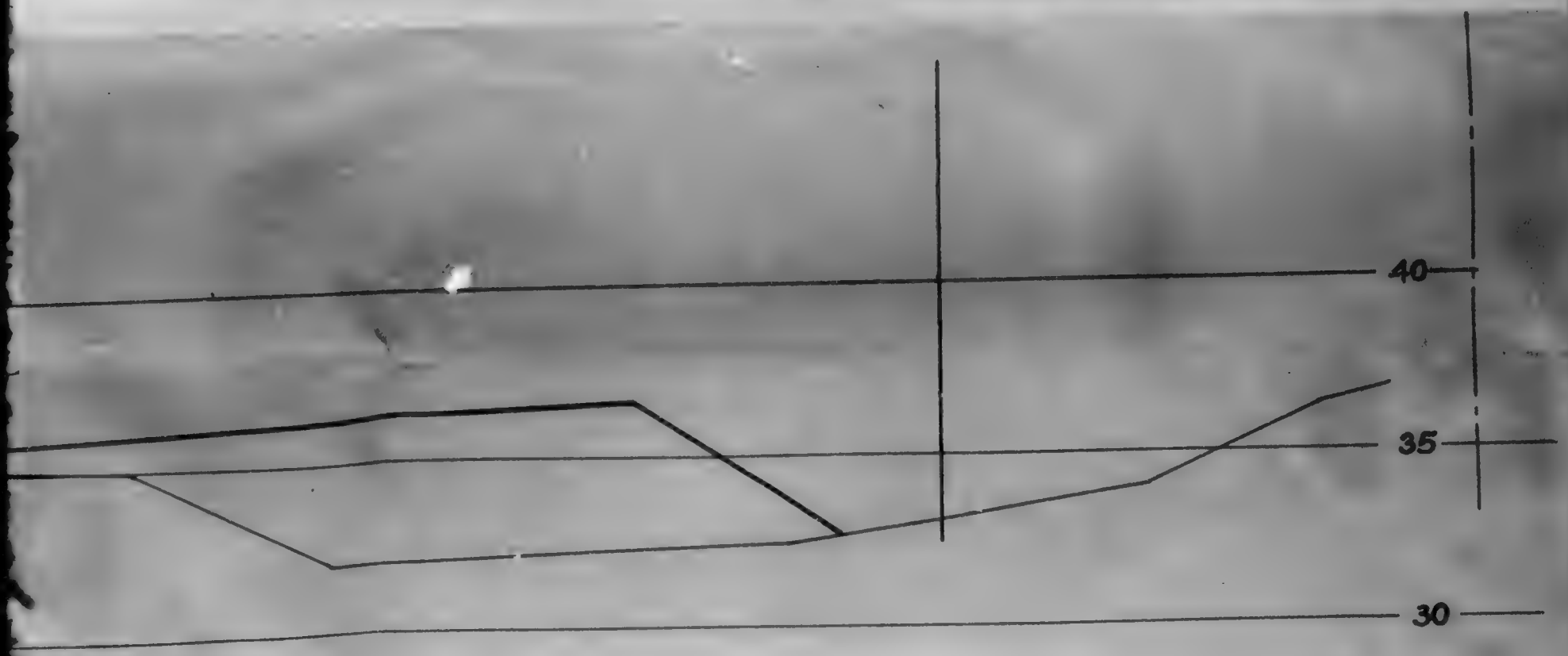
16+00

15+00

℄ R.R. R/W

℄ R.R. R/W



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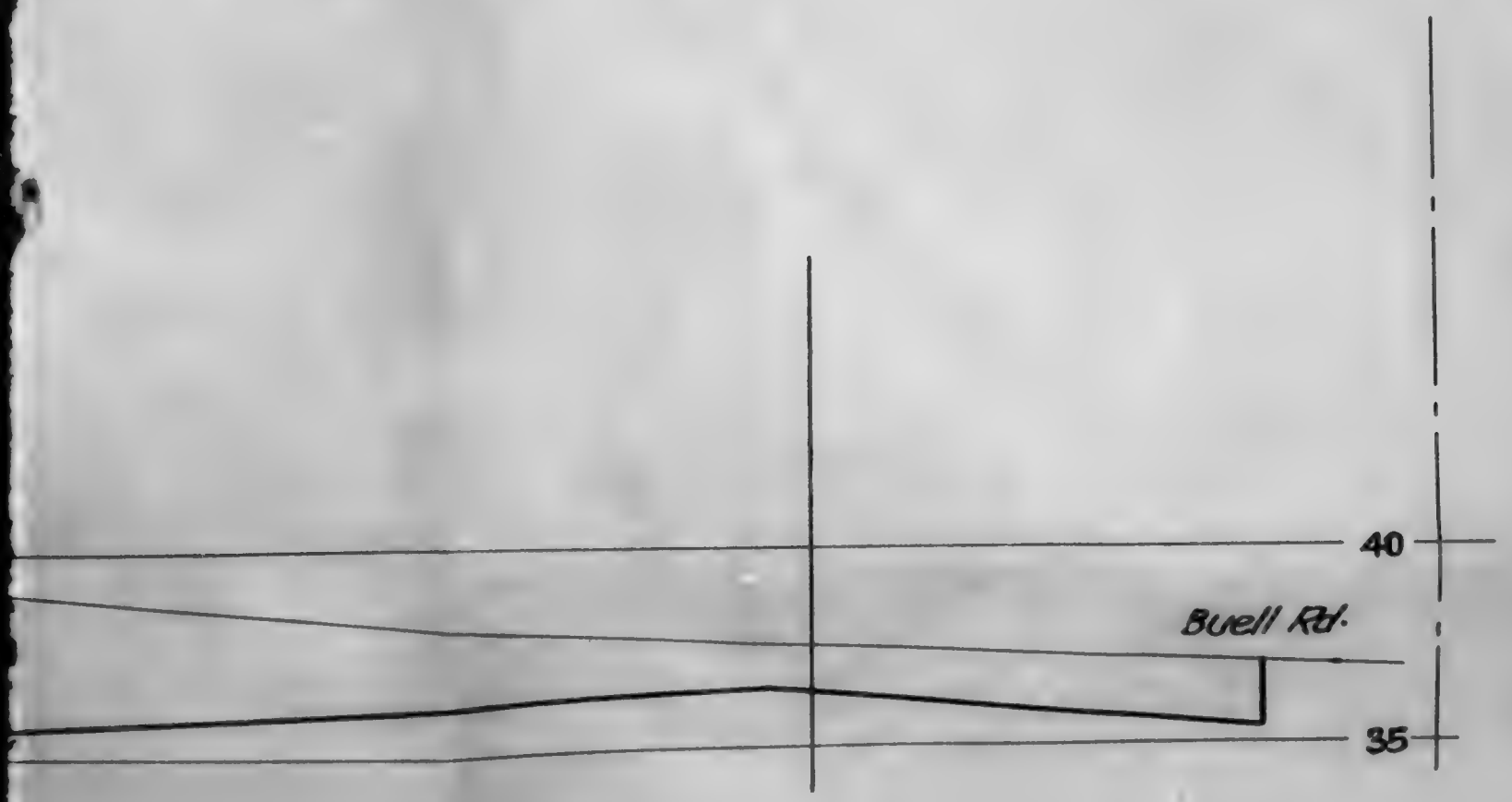

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RECEIVED
JUN - 9 1960
FOR FILING
L 45W
5702

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1960

SUBJECT: R. R. Encroachment Maps
Buell Road-Willamina Section
Willamina-Sheridan Highway

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 revised prints of Railroad Encroachment Map 8B-17-18 concerning the subject section.

Revised descriptions covering the fee taking and the encroachment are being transmitted to the Right of Way Division today.

Tom Edwards
Construction Engineer
By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

cc: W. T. Wright

NOTED
G. S. PAXSON

RECEIVED
JUN 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 1 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

S-454(1)
5702

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 31, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5702, awarded May 10, 1960, for grading-paving the Buell Road-Willamina Section of the Willamina-Sheridan Secondary Highway in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAY 16 1960
FOR FILING
L-454(1)
5702

Salem, Oregon
May 13, 1960

Buell Road-Willamina Section,
Willamina-Sheridan Highway

Mr. J. D. Walker

I have talked to Mr. J. H. Mortisen, General Manager of the Longview, Portland & Northern Railway Company, concerning the granting of easements and the purchase of excess right of way needed for our project.

I proposed to Mr. Mortisen that they grant us easements along the section of the presently constructed road west of the Buell Road where our encroachment is within approximately 8 feet of their center line. This simply confirms the condition that has existed for years without any formal easement from them. In the section east of the westerly boundary of Buell Road, I propose that we purchase from them right of way which would be occupied by our roadbed and highway embankment. This area would come within 15 feet of their center line between Railroad Stations 265+50 and 267+50. Easterly from Railroad Station 265+50 our purchase would follow a line parallel to our highway center line and 40 feet southerly to its intersection with the railroad right-of-way line opposite Railroad Station 263+70.

Mr. Mortisen said that his Chief Engineer, Mr. Holman, would contact your office and make a date with you to go over the situation on the ground. Please expedite our dealings with them as much as possible as we have already taken bids on this project.

GSP:gm
cc Mr. W. C. Williams

C. S. Paxson

RECEIVED
MAY 2 - 1960
FOR FILING

L 454 (1)

5702

J.H. Mortiser
Mr. Holmes

April 27, 1960

Mr. H. B. Robertson
President and General Manager
Longview, Portland & Northern Railway Company
Longview, Washington

Dear Sir:

Under date of April 12 I wrote you advising that no change in the drainage along your tracks just west of Willamina would be necessary. In making our line revision, however, we find that there is no recorded easement for the slope encroachment on your right of way between your Stations 267+50 and 272+75. This road has been there for many years and I rather imagine it was there prior to the construction of your road.

While we are not disputing your ownership of this right of way, we believe that the matter should be of record and we are asking that you formally grant us an easement for this encroachment. Farther to the east you have a 100-foot right of way and the highway embankment will encroach upon this right of way although not near enough to bother your operations in any way. We will require an easement on this right of way as shown by the enclosed map which is a print of our Drawing 08-17-13 dated April 1960. I am also attaching a copy of a description including this encroachment and the existing encroachment mentioned above.

As an alternate to the encroachment in the area farther to the east, between your Stations 263+70 and 267+50, we would be willing to purchase that part of your right of way up to a line 15 feet northwesterly and parallel to your railroad center line if you would rather handle the matter in this manner.

On the attached map I have colored in green the existing encroachment which we feel should be made a matter of record and have colored in red the portion over which we would ask easement or an agreement to purchase. If you favor the scheme of purchasing, can your office set a price on the area so that our right-of-way people can investigate it?

Very truly yours,
W. C. Williams
State Highway Engineer
By
C. S. Pearson
Assistant State Highway Engineer

GSP:gm
Attach.

cc W. C. Williams
Tom Edwards
J. D. Walker- Walter Wright

RECEIVED
APR 27 1960

FOR FILING
1454(1)
5702

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1960

SUBJECT: File No. 31083 - Willamina and Grande Ronde Railway Company
Buell Road-Willamina Section
Willamina-Sheridan Highway
Polk County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

We forward herewith three copies of the description of a railroad encroachment necessary to construction of the Buell Road-Willamina Section.

Walter T. Wright

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

Attachments

RECEIVED
APR 28 1960
OFFICE OF
STATE HIGHWAY ENGINEER

DESCRIPTION ONLY

Willamina and Grand Ronde Railway Company

File No. 31083
RR 4-14-60
9C-15-5 8B-17-18

Buell Road-Willamina Section

Polk County

Willamina-Sheridan Highway

Railroad Encroachment

A parcel of land lying in the N½ of Section 12, Township 6 South, Range 7 West, W.M., Polk County, Oregon, and being a portion of that tract of land described in that certain deed to Willamina and Grand Ronde Railway Company, recorded in Book 76, Pages 308 and 9 of Polk County Records of Deeds; the said parcel being described as follows:

Beginning on the Northwesterly line of the Willamina and Grand Ronde Railway Company at a point opposite and 50 feet Northwesterly of Station 263+70 on the center line of said railroad; thence Southwesterly parallel with and 50 feet Northwesterly of said center line to the West line of the county road referred to in the above mentioned deed; thence South along said West line to a line which is parallel with and 15 feet Northwesterly of said center line; thence Southwesterly parallel to and 15 feet Northwesterly of said center line to a point opposite Station 272+75 on said center line; thence Southeasterly at right angles to said center line 7 feet to a point opposite and 8 feet Northwesterly of Station 272+75 on said center line; thence Northeasterly along a line parallel with and 8 feet Northwesterly of said center line to a point opposite Station 267+50 on said center line; thence Northwesterly radially to said center line a distance of 7 feet to a point opposite and 15 feet Northwesterly of said Station 267+50 on said center line; thence Northeasterly along a line which is parallel with and 15 feet Northwesterly of said center line to a point opposite Station 265+50 on said center line; thence Northerly in a straight line to the point of beginning.

The center line of said railway company herein referred to being described in said railway company deed.

The parcel of land to which this description applies contains 0.27 acre.

fd/sm

RECEIVED
APR 25 1960
FOR FILING
S-4540(1)
5702

Salem, Oregon
April 22, 1960

Mr. Walter T. Wright
Right-of-Way Engineer
OFFICE

The B.P.R. has approved, effective April 20, the Buell Road-Willamina Section right-of-way project. Prefix 127-2504.

R. L. Porter
Office Engineer

RLP:sw

FORM E-90 BOM 11-58 15000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1960

SUBJECT: R. R. Encroachment Maps
Buell Road-Willamina Section
Willamina-Sheridan Highway
Polk County

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 prints of Railroad Encroachment Map 8B-17-18 concerning the subject section.

A description for this encroachment is being submitted to Mr. Wright today.

Tom Edwards
Construction Engineer

By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

RECEIVED
APR 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

OREGON STATE HIGHWAY DEPARTMENT

Located Line

ENCROACHMENT ON WILLAMINA & GRANDE RONDE

WILLAMINA - SHERIDAN HIGHWAY

• BUELL ROAD •

Polk County

Scale 1" = 50'

April, 1960

Dwg. No. 8B - 17 - 18

NDE R.R.

9+60.00 P.O.T. Bk=
9+60.00 P.O.T. 4'Lt.
9+80.57 P.S.
To Wallace Bridge
10
272+75
Encroachment Line
C.C.
270

N

HILL ST.

HWY 600' Sp.
S = 24°
a = 1 1/3

15+80.57 P.S.C.

15

50'

Toe of Hwy.

270

HWY 8 ℄ CL
$T_D = 91°52'30"$
$T_S^1 = 1043.94$
$T_S^2 = 920.78$

Existing Roadway

℄ Relocated Highway

Hwy R/W Line

RR R/W Line

Encroachment Line

℄ Willamina & Grande Ronde R.R.

of Hwy. Fill

263+40

10'

20'

50'

15'

5'

R.R. 259+17.0 C.C.

To Williamina

Sec.1

Sec.12

50'

50'

℄ R.R. R/W Line

℄ Relocated Hwy

14+00

13+00

12+00

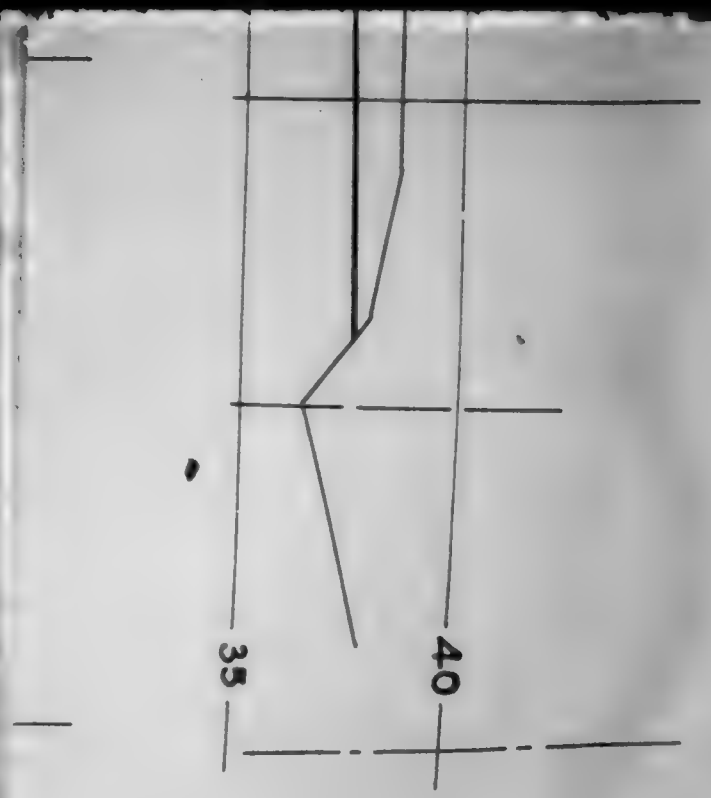
12+00

13+00

14+00

℄ Relocated Hwy

R.R. R/w Line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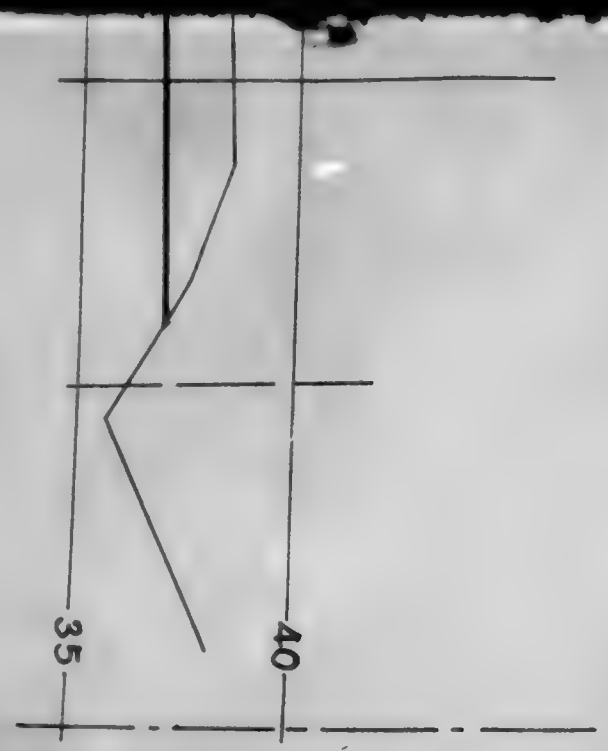
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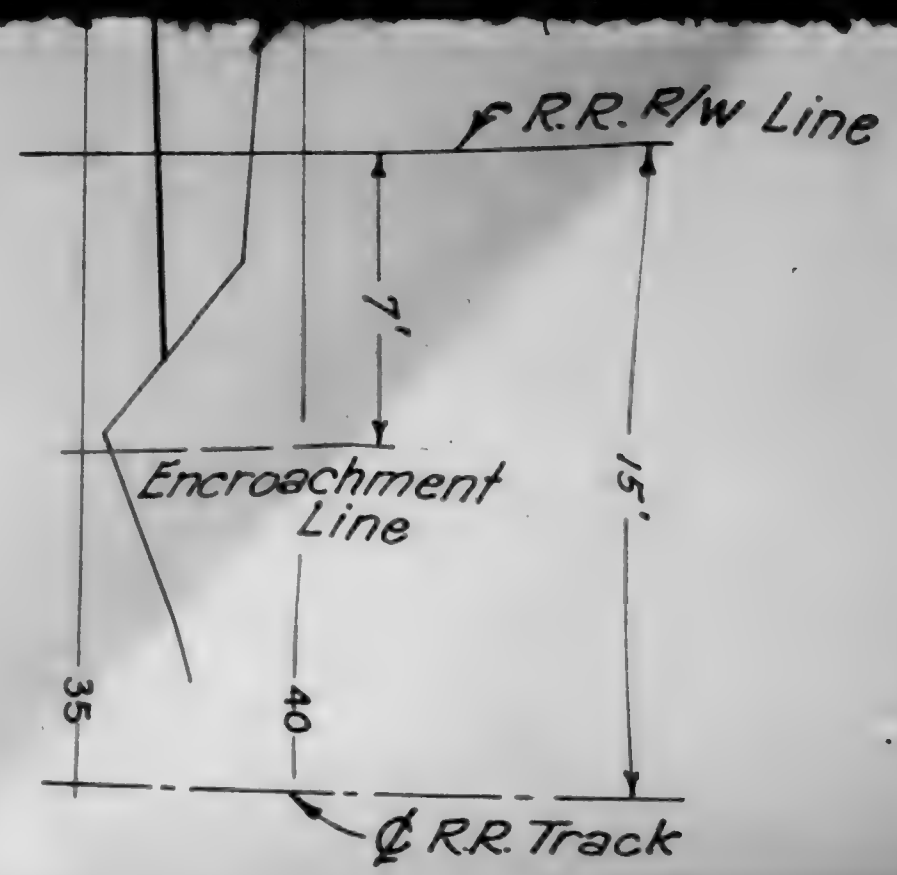

℄ R.R. R/W Line
7'
Encroachment Line
15'
35
40
℄ R.R. Track

R.R. R/W

Relocated Hwy

16+0

17+0

16+00

17+00

℄ Relocated Hwy

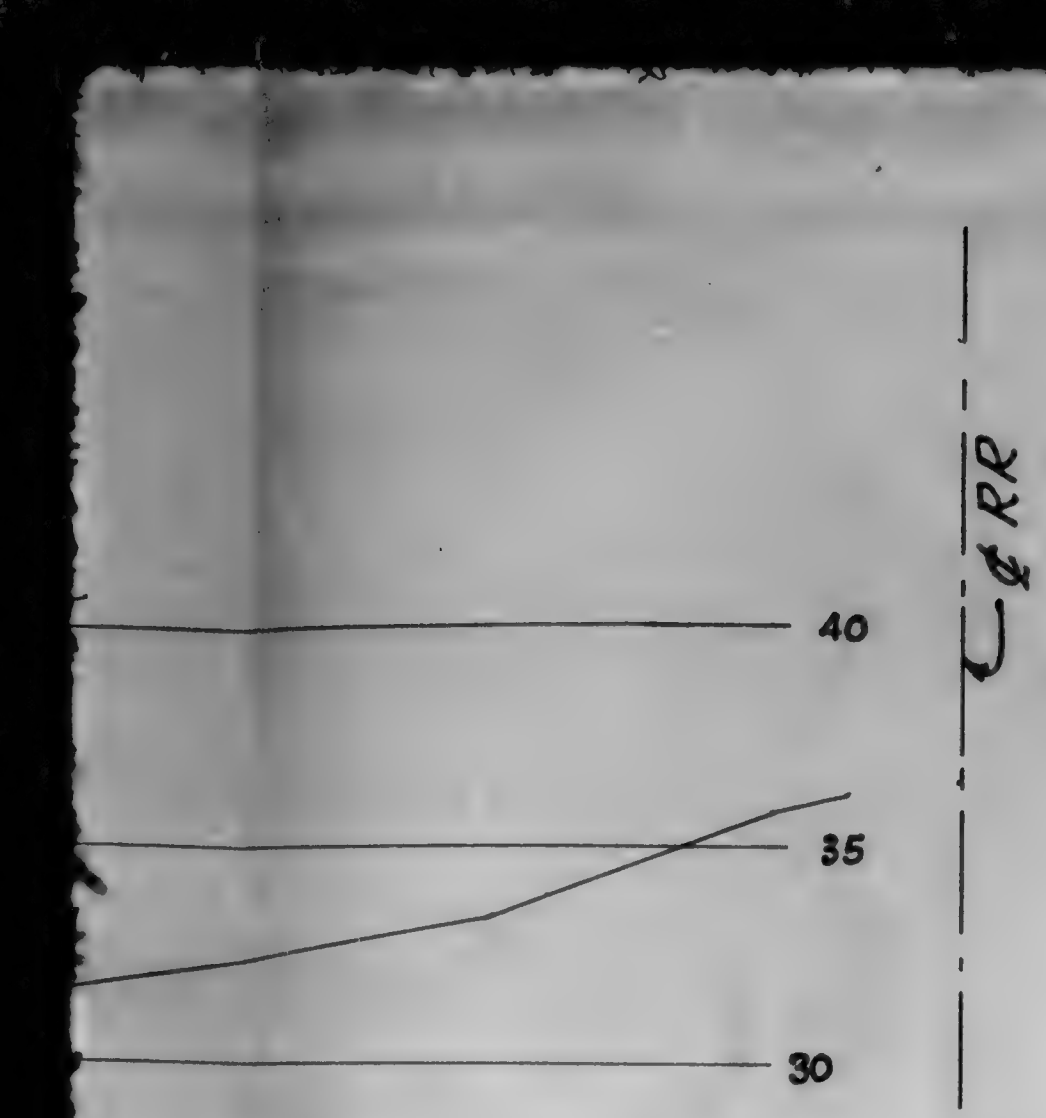
℄ R.R. R/W

Encroachment Line

30

35

40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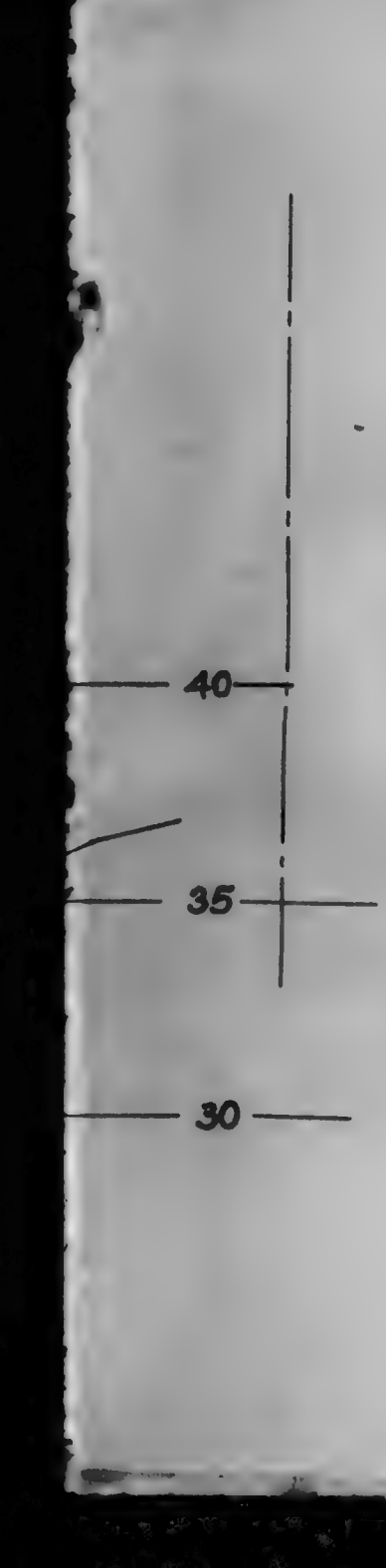
C & RR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℄ RR

BB-17-18

WILLAMINA - SHERIDAN HIGHWAY

• BUELL ROAD •

Polk County

Scale 1"-50' April, 1960

Dwg. No. 8B-17-18

R.R. 269+61.6 C.C.

270

Encroachment Line

R.R. 271+91.6 C.C.

9+80.57 P.S.

9+60.00 P.O.T. 4'Lt

9+60.00 P.O.T. Bk=

10

272+75

To Wallace Bridge

HWY 600' Sp.
S = 24°
α = 1 1/3

15+80.57 P.S.C.

-15

50'

Toe of Hwy. Fill

15'

15'

50'

267+50

Limit of Construction

R.R. 269+61.6 C.C.

← To Buell

M. Holman, Ch. Eng

Scale: 1"=50'

HWY 600' Sp.
S = 24°
α = 1 1/3

15+80.57 P.S.C.

Toe of Hwy. Fill

50'

15'

15'

15'

270

Limit of Construction

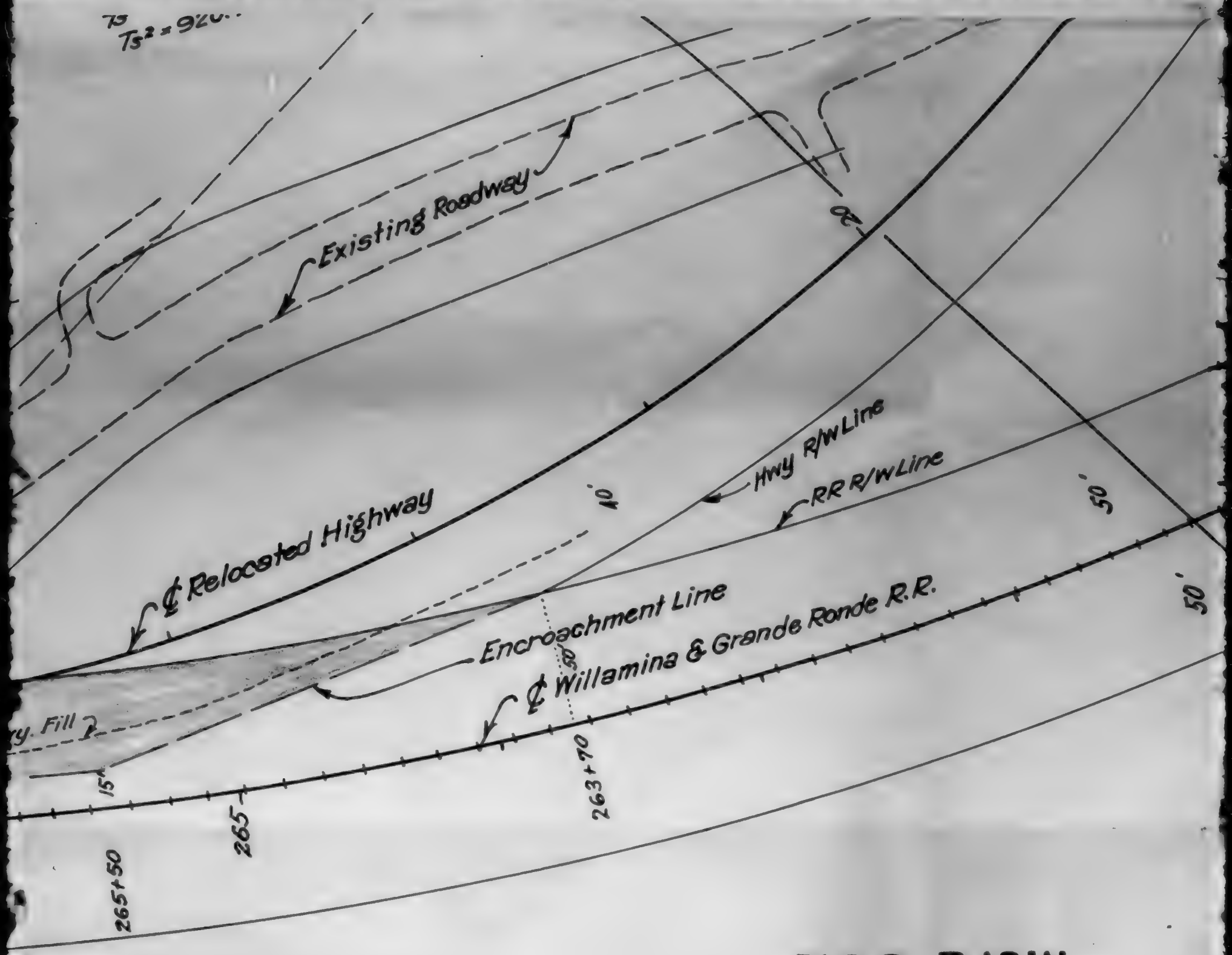
267+50

R.R. 269+61.6 C.C.

← To Buell

Mr. Holmes, Ch. Eng

Scale: 1" = 50'



T.6S. R.12W.

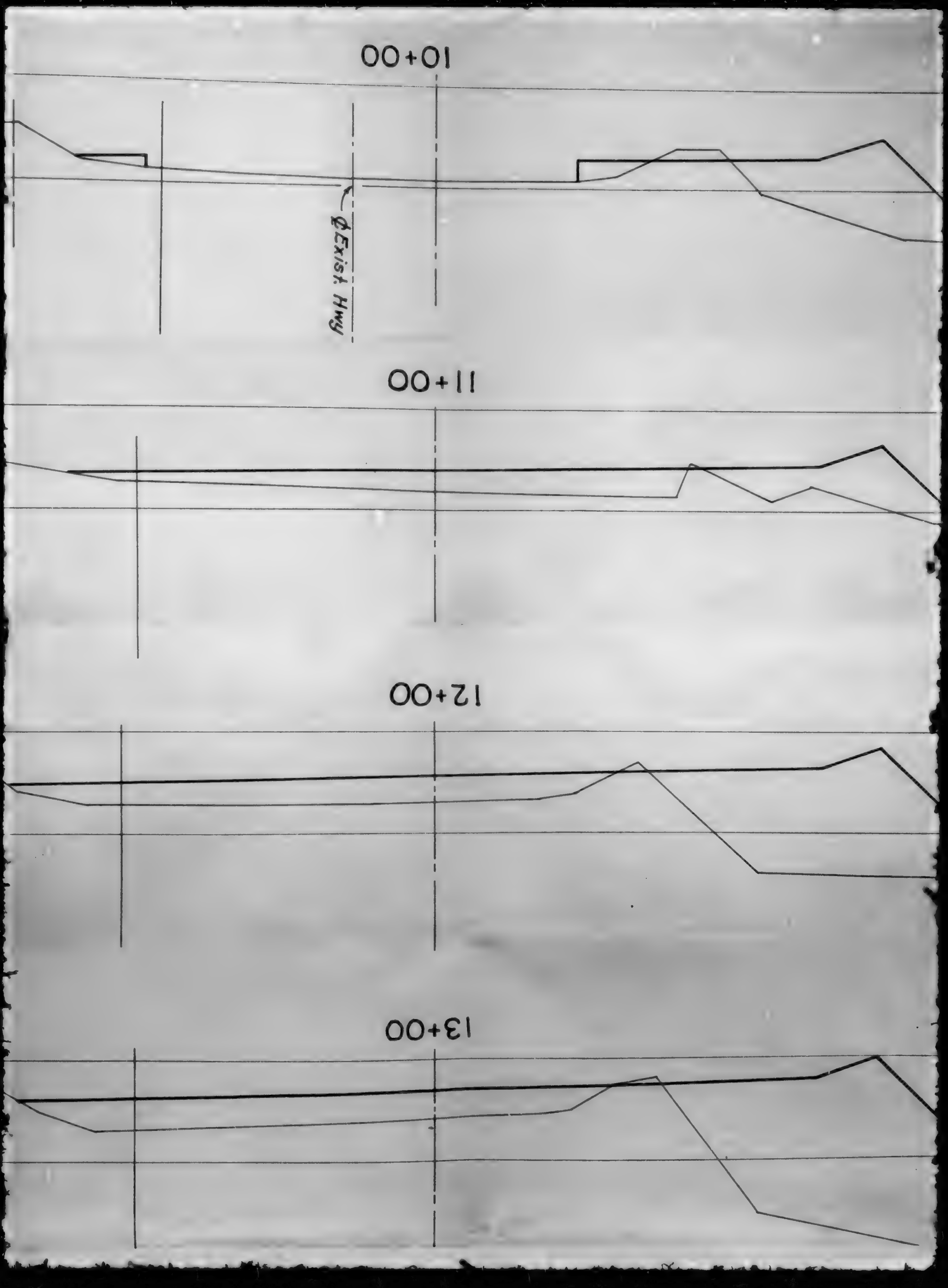
R.R. 4° C.R.
Δ=42° 35'

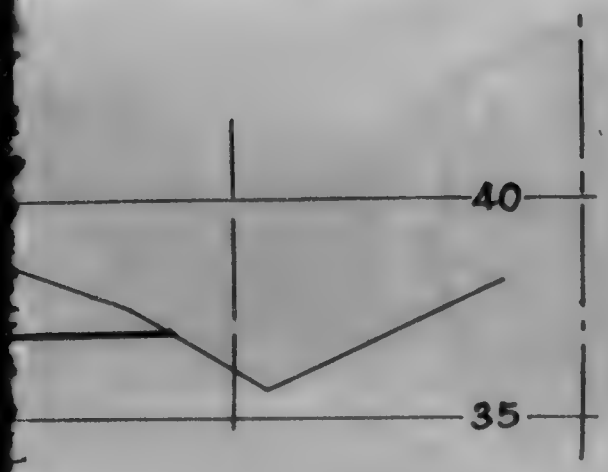
R.R. 259+17.0 C.C.

Sec.1

Sec.12

50'


00+01
ØExist HWY
00+11
12+00
13+00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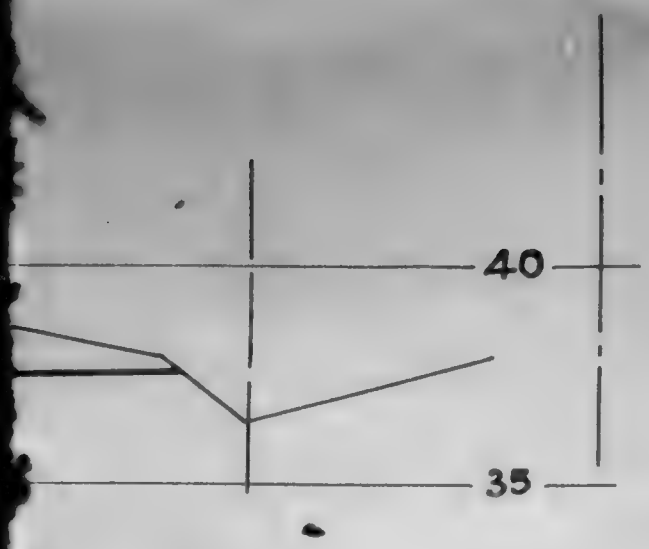
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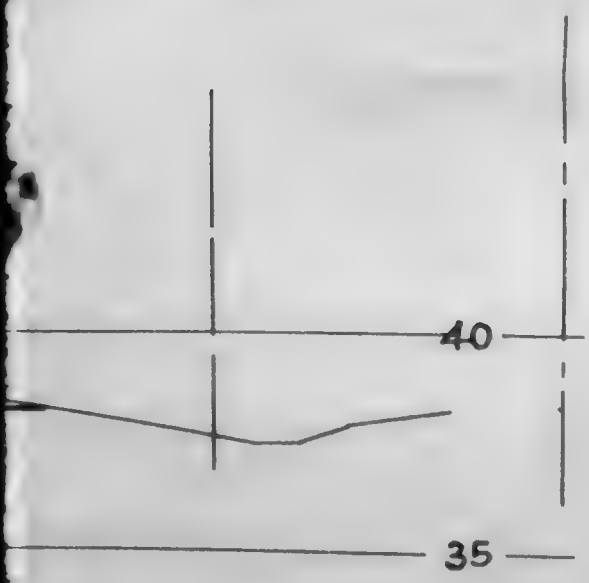
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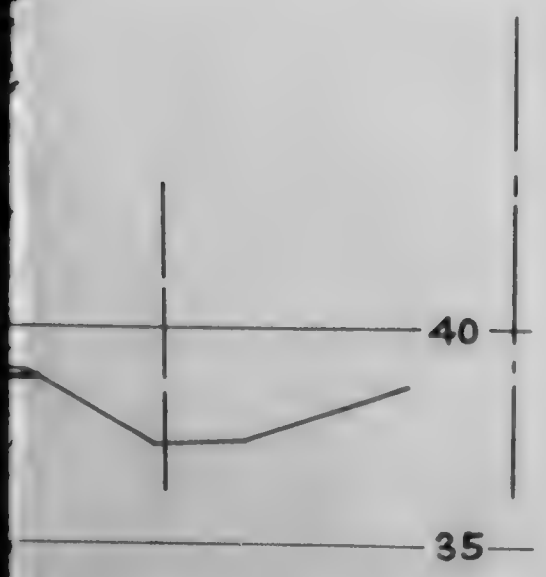
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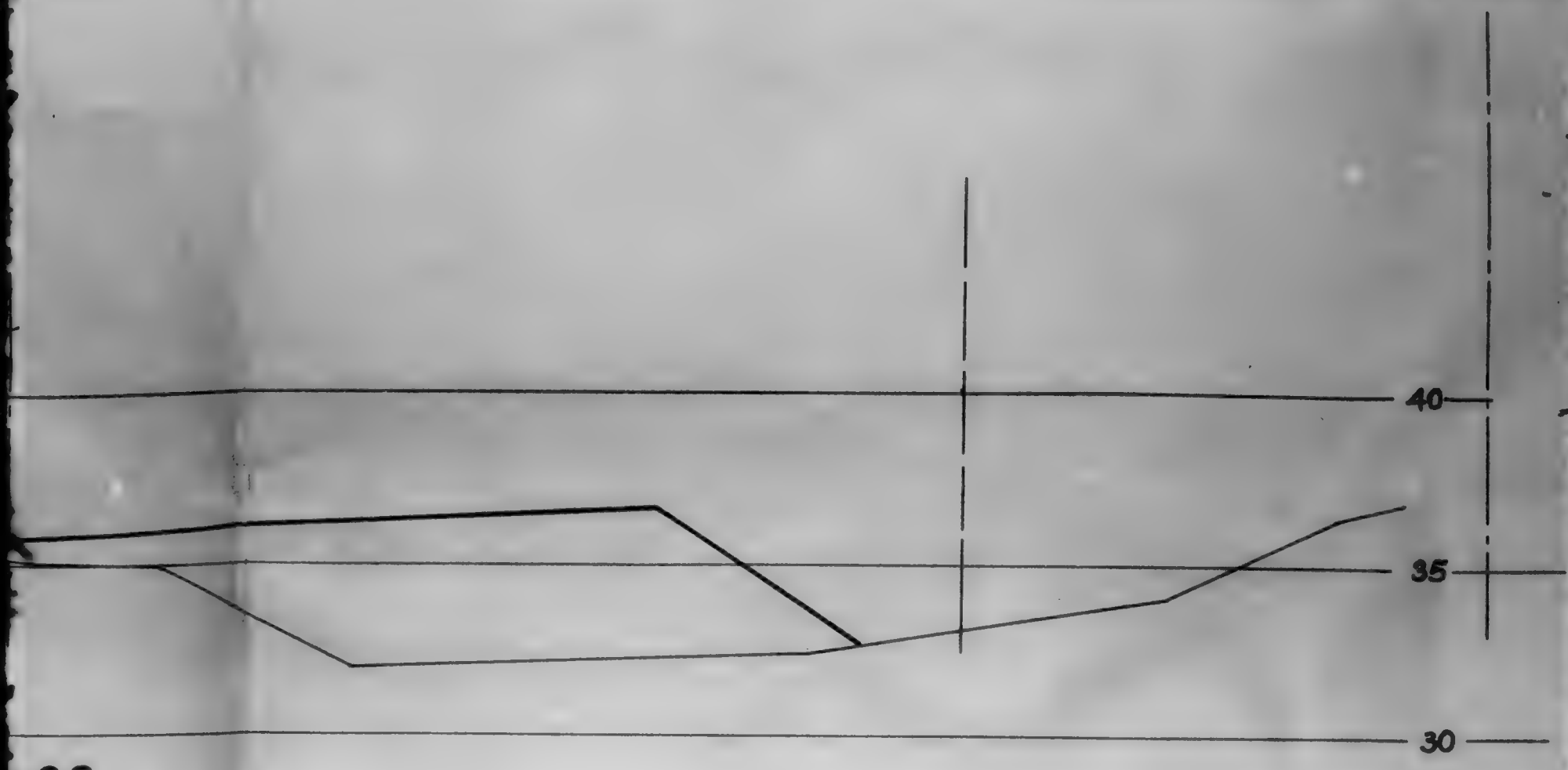
16+00

15+00

RR R/W

RR R/W


40
35
30
+00

40
Buell Rd.
35
00

40

35

30

RECEIVED
APR 13 1960
FOR FILING
L 45401
5702

April 12, 1960

Mr. H. B. Robertson
President and General Manager
Longview, Portland & Northern Railway Company
Longview, Washington

Dear Sir:

Under date of March 4, I sent you a plan showing a revision to the Salmon River Highway east west of Wilsonian which would have involved a revision of drainage and placing a catch basins adjacent to your tracks.

After further study we have found it advisable to move our highway line 4 feet farther away from the railroad at this point. This will enable us to do our construction without any change in existing railroad drainage conditions. I am sorry if submission of the earlier plan has caused you any inconvenience.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. J. Persson
Assistant State Highway Engineer

GJP:gm

cc Mr. W. C. Williams
Mr. J. D. Walker
Mr. Tom Edwards
Mr. Walter Wright

FORM E-123-X 75M 1-60

RECEIVED
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

AGENDA
APR 21 1960
4 b-2

April 8, 1960

Oregon State Highway Commission

Non A.C.

Gentlemen:

Our survey has been completed on the Buell Road-Willamina Section of the Willamina-Sheridan Highway.

I am attaching a map for your information. The length of this section is 0.31 of a mile and I recommend your approval of this survey and authorization to purchase the necessary rights of way.

The matter will be on the agenda for your consideration at the April 21-22 meeting.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

Encl.

NOTED
FLOYD QUERY

S+C

RECEIVED
APR 11 1960
FOR FILING
S 454(1)
5702

April 8, 1960

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Dull Hud-Willamina section of the Willamina-Sheridan Highway.

I am attaching a map for your information. The length of this section is 0.31 of a mile and I recommend your approval of this survey and authorization to purchase the necessary rights of way.

The matter will be on the agenda for your consideration at the April 21-22 meeting.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. Tom Edwards
Mr. Walter T. Wright

DJB:jk fn

BEGINNING OF SURVEY
STA. 9+50

END OF SURVEY
STA. 26+00

Sec. 1
Sec. 12

Existing Highway

← To Valley Jct.

ORE. 157

Willamina & Grande Ronde Ry. Co.

BUELL RD.

Relocated Highway

South Yamhill

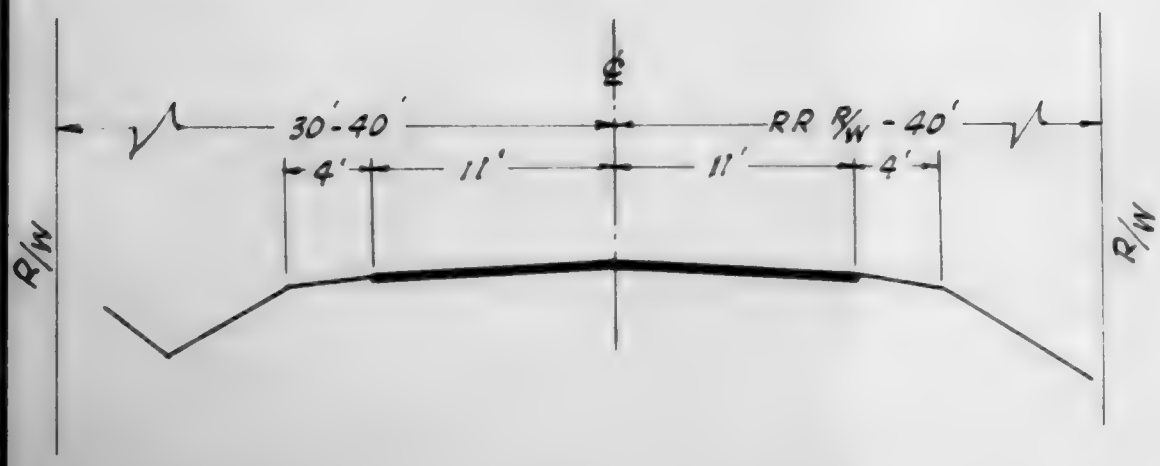
WIL

YAMHILL
POLK

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

April 8, 1960
DATE



OREGON STATE

Survey

BUELL RD. - W

WILLAMINA

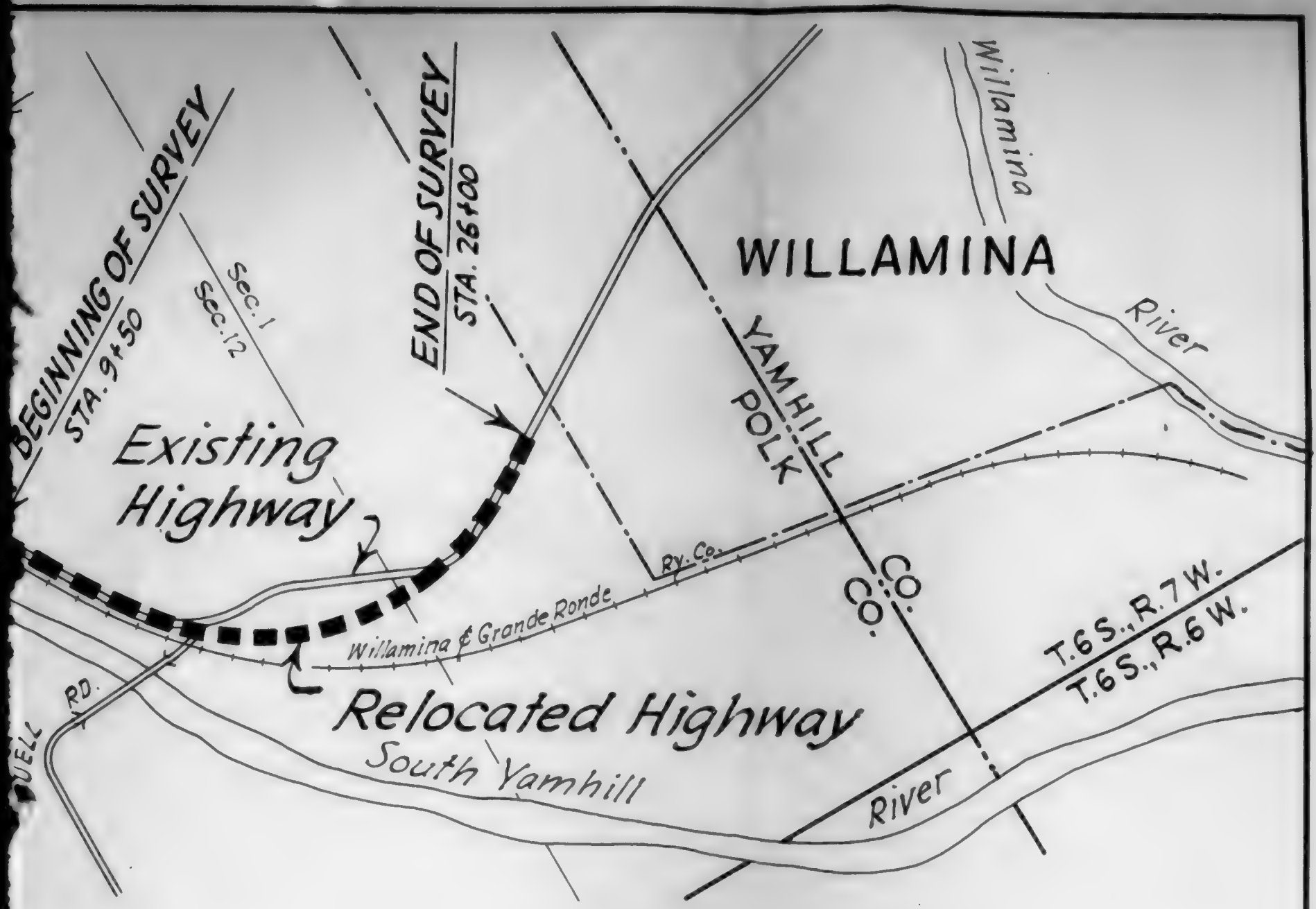
POL

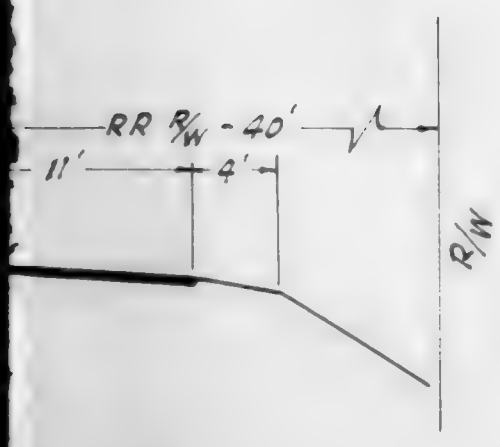
Scale: 1"=400'

DRG. NO

For details see

1R-5-1377





OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

BUELL RD. - WILLAMINA SECTION

WILLAMINA-SHERIDAN HIGHWAY

POLK COUNTY

Scale: 1"=400'

March, 1960

DRG. NO. 1R-5-1377

For details see Drg. No. 9C-15-5 ; March, 1960

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1960

SUBJECT: Survey Approval Map
Buell Road-Willamina Section
Willamina-Sheridan Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
B U I L D I N G

Attached are 11 prints of the above named survey approval map along with a suggested letter to the Commission on this project. This is tentatively scheduled for letting on May the 10th.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

E

DJB:jk

Attachment

RECEIVED
MAR 7 1960
FOR FILING
S-454(1)
5702

March 4, 1960

Mr. H. B. Robertson
President and General Manager
Longview, Portland & Northern Railway Company
Longview, Washington

Dear Sir:

We are making a minor line change to improve the Salmon River Highway just west of Willamina. In properly caring for drainage we propose to place two concrete grated catch basins in your ditch line so that our culvert drainage may feed properly into the drainage under your tracks.

I am attaching hereto two prints from a drawing entitled 'Buell Road Section', Willamina-Sheridan Highway, dated February 1960, and also cross sections at the points where we propose to place the catch basins. These catch basins will be set with the top of them at your ditch line.

This is a very minor matter and involves only the doing of the work on your right of way and would not seem to require any formal agreement. I would suggest that we be granted permission to do the work, entirely at our cost, by a letter from your company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. A. Pawson
Assistant State Highway Engineer

GAP:gm
Attach.
cc Mr. W. C. Williams
Mr. J. D. Walker
Mr. Tom Edwards
Mr. Walter Wright

NOTED
DIVISION

RECEIVED
FEB 11 1960
FOR FILING
L 454 (1)
E 712

NOTED
W. C. WILLIAMS

2-8-60

LOCATION PROSPECTUS
BUELL ROAD SECTION
WILLAMINA-SHERIDAN HIGHWAY
POLK COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Willamina-Sheridan Highway, which is a State Secondary facility on the Federal Aid Secondary System. The southerly terminus of the project is near the intersection of Hill Street with the Willamina-Sheridan Highway. The northerly terminus is near the south city limits of Willamina. The overall length of the project is 0.35 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading and paving on revised alignment. The general route will approximate that of the existing section, improving rolling grades and eliminating three short radius reversing curves. The town of Willamina is at the northerly end of the project.

Reconnaissance has been made. Soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing ADT is 2,400 and the projected (1978) ADT is 4,800. This will be a Class "B"-50 highway with a maximum grade of 2 per cent and a maximum curvature of 9 degrees. The typical section will consist of a 22-foot traveled way with 4-foot shoulders. Projected traffic warrants a Class "A" highway; however, the use of such a section is not considered justifiable in view of the short length of the project. Further deviations from State and Federal standards are not anticipated.

The existing rise and fall and central angle are 10 feet and 125 degrees respectively. The proposed alignment will have a rise and fall of less than 10 feet and a central angle of 92 degrees.

This will be an unrestricted access facility with no interchanges or railroad crossings. There are no major stream crossings.

The tentative base design by G. L. Decker is:

Paving, Base and Wear	3½" A. C.
Top Course, Base	2 " 3/4"-0 Crushed
Bottom Course, Base	14 " Coarse Crushed
Total Depth	19½"

Material is available from local commercial sources.

Agreements with the county are not necessary.

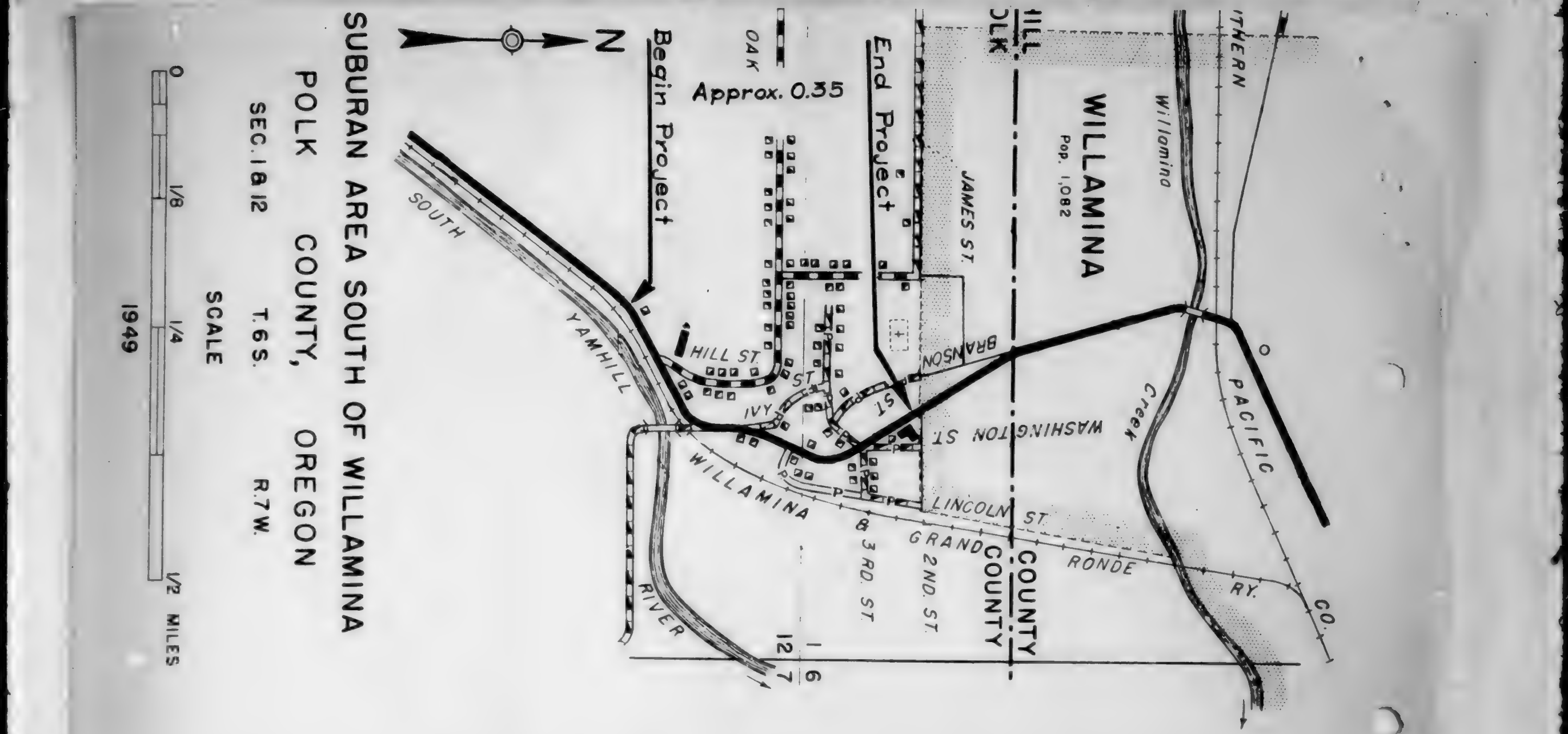
There are no State parks or roadside rest areas affected by this project.

February 8, 1960

Attach.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
J. D. Walker (2)
R. M. Harris
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER



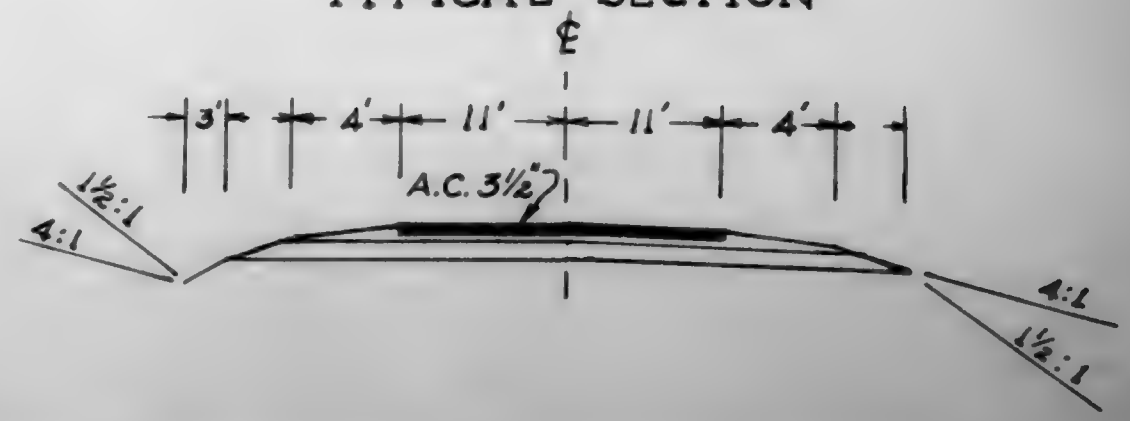
PROSPECTUS SKETCH MAP

HILL STREET - WILLAMINA S. CITY LIMITS

WILLAMINA - SHERIDAN HIGHWAY

POLK COUNTY 1-18-59

TYPICAL SECTION



I-80N-6(14)227 Deadmans Pass-Meacham 1960
Sec., Old Ore. Trail
#5703 (twin structures)

RECEIVED
APR 13 1964
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: April 10, 1964

FROM : A. W. Parsons
Division Engineer
Salem, Oregon

L. R. Backlund

By: L. R. Backlund
Admin. Manager

08-35.5

SUBJECT: Oregon Project I-80N-6(14)227
Deadmans Pass - Meacham Section
Progress Voucher No. 17
Report on Audit of UPRR Bill No. 951802

We have received the audit report covering the subject claim. The costs claimed were found eligible for reimbursement. We will process this voucher for payment when you advise that the retent withheld has been paid to the railroad.

The audit report contains one finding relating to a procedural deficiency as follows:

Detail Estimate and Plans Need Improvement

PPM 30-3, paragraph 8, provides for an itemized detail estimate of the costs of the work to be performed. Also, plans s hould be furnished which show existing facilities and c hanges to be made therein.

The estimate and plans furnished with the agreement, which was approved April 22, 1960, do not fully meet the PPM's requirements. Major items were not itemized in the cost estimate. Plans do not show the proposed method of operation to accomplish the work.

Recommendation No. 1 - That the State be advised to observe the requirements of paragraph 8, PPM 30-3, regarding plans and detail estimates furnished with railroad agreements.

This has been called to your attention previously. Your conformance to the requirements of paragraph 8, PPM 30-3 is requested on future submissions of plans and estimates.

copies to Geo. J. Mason

RECEIVED

RECEIVED
APR 9 - 1963
FOR FILING

April 8, 1963

Park and Shenk
Russ Building
San Francisco 4, California

Attention: Mr. George E. Kelly

Gentlemen:

Thank you very much for your letter of April 3 advising us of the disposition of claims that your company has made on Contract No. 5703 with S & D Construction Company.

In the last paragraph of your letter you inquire as to how the amount of the final payment was determined. I believe that this can be answered best by a copy of the contract payment voucher, Estimate #13 Final, which we are attaching.

If you have further questions concerning the amount of the contract, please contact Mr. I. D. Merchant, Bridge Engineer, at this address.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Mr. Ivan D. Merchant

FQ:fp

LAW OFFICES
OF
PARK AND SHENK

ARTHUR PARK
SAMUEL C. SHENK
JOSEPH L. FINK
GEORGE E. KELLY
ROBERT E. LESLIE

ASSOCIATE COUNSEL
HAROLD D. CUTLER
FRED HERRINGTON

RUSS BUILDING
SAN FRANCISCO 4
YUKON 2-1000

CABLE ADDRESS
"PARKWORTH"

April 3, 1963

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem 10, Oregon

Re: S & D Construction Company
Contract No. 5703 - Meacham Overcrossing

Dear Mr. Query:

We thank you for your letter of March 19, with which you enclosed cards reflecting a chronological listing of claims filed and other data.

I have made a careful search of our records and it appears therefrom that we have paid all claims which were filed with you with the following exceptions:

1. Claim of Tracy G. Bird. This claim involved Contract No. 5536 (Grand Ronde River) bonded by the United Pacific Insurance Company. It appears that we have paid Mr. Bird all that we admitted owing to him on the captioned contract. We have no information as to what, if anything, the United Pacific paid him on their contract. You will observe from your card record that Tracy Bird's name is mentioned four times.

2. Eugene S. Becker. According to our records, this claim involved damages for breach of contract. S & D Construction denied all liability for said damages and we accordingly declined to make any payment on behalf of the surety, the Home Indemnity Company. Our file also reflects that Becker brought an action against S & D Construction and the individual partners thereof, Sowles and Dubois, and obtained a judgment thereon against the firm but did not join the Home Indemnity Company as a defendant nor has any suit since been filed against the surety. Our records show that Becker's alleged breach of contract was in connection with a subcontract relating to State Contract No. 5536.

3. R. K. Williamson, $2,128.36. This claim also involves Contract No. 5536.

4. Ford's Tire Service, $979.81.

With respect to claims 3 and 4 above mentioned, we have carried on rather a lengthy correspondence with Williamson and Ford's, respectively, because Williamson has told us that a portion of his claim is against Contract No. 5536 but he has refused or has been unable to tell us how much of his claim is against either that job or our job, No. 5703. It also appears to us that Ford's Tire Service and Williamson are duplicating portions of their claim.

That is to say, Williamson is claiming for items which apparently he has not paid Ford, and Ford is also claiming for those items.

We have informed both these claimants that unless they can give us the information we require they are at liberty to file their suits without further correspondence.

We have noted from another letter from you, dated March 19, addressed to the Portland office of the Home Indemnity Company, that the final payment under this contract is $17,436.69. This is considerably less than we had contemplated so will you please give us a statement of how it is computed?

Very truly yours,

PARK and SHENK

George E. Kelly

GEK:ml

cc: Mr. Ivan D. Merchant

RECEIVED
APR 4 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 19 1963
FOR FILING

5703

March 19, 1963

Home Indemnity Company
American Bank Bldg.,
621 SW Morrison Street
Portland, Oregon

Gentlemen:

Contract #5703 awarded to S & D Const. C., for the Meacham RR Overcrossing on Deadman's Pass-Meacham Section of the Old Oregon Trail in Umatilla County was completed on July 23, 1962, and accepted by the Highway Commission on August 9, 1962.

Final payment, in the amount of $17,436.69 will be released to the contractor, assigned to the First National Bank of Oregon, 6th & Morrison Branch, Portland, Oregon, after March 26, 1963. The total contract amount is $255,345.19, and no work was performed under force account.

You have been previously advised that claims have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Home Indemnity Co.,
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

cc: S. & D.Const. Co.,
4930 SE Roadway
Portland 6, Oregon

cc: L. E. Young
C. H. Maisen
Attn.: John Herr

cc Park & Shenk
San Francisco

RECEIVED
MAR 19 1963
FOR FILING

5703

March 19, 1963

Park and Shenk
Law Offices
Russ Building
San Francisco 4, California

Attention: Mr. George E. Kelly

Gentlemen:

In your letter of March 14 to Mr. Ivan Merchant, you inquiry if a list could be furnished of claimants whose claims are still outstanding against Contract No. 5703, awarded to S & D Construction Company for the Meacham Railroad Overcrossing.

Mr. Merchant has referred your letter to us for reply. We do have a listing of claims that have been filed, and we also record those documents which inform us of the payment of claims. It has been our experience that not many claimants tell us when their claims have been paid.

For what value it may be, we have attached a photo-copy of our record of claims on Contract No. 5703.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:fkn

Att.

cc Mr. Ivan Merchant

NOTED ON CARD

LAW OFFICES
OF
PARK AND SHENK

ARTHUR PARK
SAMUEL C. SHENK
JOSEPH L. FINK
GEORGE E. KELLY
ROBERT E. LESLIE

ASSOCIATE COUNSEL
HAROLD D. CUTLER
FRED HERRINGTON

RUSS BUILDING
SAN FRANCISCO 4
YUKON 2-1000

CABLE ADDRESS
"PARKWORTH"

March 14, 1963

State Highway Department
State of Oregon
Salem 10, Oregon

Attention Ivan D. Marchant,
Bridge Engineer

Re: Meacham Over-Crossing
Contract No. 5703

Dear Mr. Marchant:

We thank you for your letter of March 7.

With reference to the second paragraph thereof, we have paid what we believe to be all claims which were filed with your Secretary, at any rate all claims for which we considered the surety liable. Some of these were disputed in part, but were adjusted and paid. Possibly these claimants have not advised the Secretary that they have received payment.

It would be a great help to us if you will kindly have the Secretary give us a list of claimants whose claims are still outstanding on his records.

Very truly yours,

PARK and SHENK

By George E. Kelly

GEK:MA

CAG

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 13 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
DEC 12 1962
FOR SHPC
T. H. Conley
5703

December 12, 1962

Home Indemnity Co.
American Bank Bldg.
621 SW Morrison St.
Portland 4, Oregon

Gentlemen:

Attached is a copy of a letter dated December 3, received from Currin & French, Attorneys at Law, Pendleton, Oregon, stating that their client, Ford's Tire Service, has not received payment on their two claims.

This appears to be in connection with the S & D Construction contract #5703, Meacham RR Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

Our records indicate that the Ford's Tire Service claim in the amount of $594.00 was filed with the Secretary of State on March 16, 1962 and was assigned his File #3930. Their second claim in the amount of $979.81 was filed with the Secretary of State on the same date and was given File #3929.

We received a letter from Ford's Tire Service dated April 19, 1962 stating that their claim in the amount of $594.00 was filed in error by their company and asks that we disregard it. It appears that Park & Shenk and your company received copies of this letter.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:al
cc:
S & D Constr. Co.
4930 SE Roadway
Portland 6, Oregon

Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

RECEIVED
DEC 12 1962
FOR FILING

December 12, 1962

Currin & French
Attorneys at Law
Pendleton, Oregon

Gentlemen:

The Secretary of State has forwarded to this office your letter of December 3, 1962 concerning the status of the claims which you filed last spring on behalf of Ford's Tire Service of Pendleton.

Our records indicate that you filed two claims for Ford's Tire Service in connection with the S & D Construction contract #5703, Meacham RR Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We are attaching photo-copies of these claims in the amounts of $979.81 and $594.00. We are also attaching a photo-copy of a letter received from Ford's Tire Service, Pendleton, Oregon dated April 19, 1962, stating that their claim in the amount of $594.00 was filed in error and to disregard it.

You are no doubt aware that the Home Indemnity Co., through Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon, furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and surety for such payment.

This contract was accepted by the Highway Commission on August 9, 1962. We are forwarding a copy of your letter to the Home Indemnity Co. so that they will have knowledge of this unpaid claim.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CH:al
Encl.

RALPH CURRIN
JOE FRENCH

CURRIN & FRENCH
ATTORNEYS AT LAW
PENDLETON, OREGON

December 3, 1962

Secretary of State
Salem, Oregon

#5703

Gentlemen:

Re: Ford's Tire Service, Pendleton, Oregon
NOTICE OF CLAIMS
G.D. Arandlls Construction Co., and
S&D Construction Company

On March 15th, 1962, I filed with you notices of claims on the above named firms filed pursuant to ORS 279.528, and I sent a copy to Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon. Your file numbers on these cases were no. 3929 and 3930.

To date Ford's Tire Service has not received any payment and I am writing to inquire as to the status of this matter.

Please advise.

Yours truly,

Joe French
JOE FRENCH

RECEIVED
DEC 4 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC - 6 1962
OREGON
STATE HIGHWAY COMMISSION

December 5, 1962

#5703

Mr. Joe French
Currin & French
Attorneys at Law
Pendleton, Oregon

Dear Mr. French:

Your letter of December 3, 1962, concerning notice of claim Ford's Tire Service, Pendleton, File Nos. 3929 and 3930, against G. D. Arandlls Construction Co. and S&D Construction Co., is being respectfully referred to the State Highway Commission.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By
Public Records Section

GS:FK

cc: C. W. Head
State Highway Commission
Highway Building
Salem 10, Oregon

RECEIVED
AUG 9 1962

FOR FILING

5703

D Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1962

To: Mr. D. B. Parkes
Contract Payments

OFFICE

SUBJECT: Meacham O'Xing of UPRR
Oregon Contract No. 5703
FAP No. I-80N-6(14)227

S. & D. Construction Company completed work on the above project on July 23, 1962.

Will you please secure authority from the Commission to pay the final estimate on this job. The Bureau of Public Roads has accepted the job.

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Floyd Query

NOTED ON CARD

NOTED
FLOYD QUERY

RECEIVED
1962
FORM E-30 REV 11-61 40230
FOR FILING
5713

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1962

To:

SUBJECT: Deadman's Pass-Meacham Section
Ribbon-Cutting

MEMORANDUM TO THE FILE:

The date for the ribbon-cutting on the above-named section is tentatively scheduled for 10:00 or 10:30 a.m., September 20, 1962.

It would appear that the logical place for the ceremonies would be in the vicinity of Emigrant State Park.

I have been advised that Governor Hatfield will be unable to participate.

The date of September 20 is set to coincide with the official Highway Commission inspection trip.

Mr. Parson will please contact me regarding the possibility of a Soroptimist Club sponsored buffet luncheon. It is my thought that due to the suggested and necessary time schedule this might not be practical, unless it is felt that the luncheon would be successful without the attendance of the Governor and the Highway Commission.

Victor D. Wolfe
Administrative Assistant

VDW:me

cc Forrest Cooper
R. L. Porter
F. D. Morgan
A. F. Parson

RECEIVED
APR 26 1962
FOR FILING

[illegible]
#703

April 25, 1962

Ford's Tire Service
514 Southeast Emigrant
Pendleton, Oregon

Gentlemen:

Thank you for your letter of April 19 informing us that your claim in the amount of $594.00 against O. D. Arandills Construction Company was filed in error by your company.

Our records indicate that this was in connection with the S & D Construction Company, contract no. 5703, for the Meacham RR Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We note that you have already informed Park & Shank of San Francisco and the Home Indemnity Company, Portland, concerning this matter.

Very truly yours,

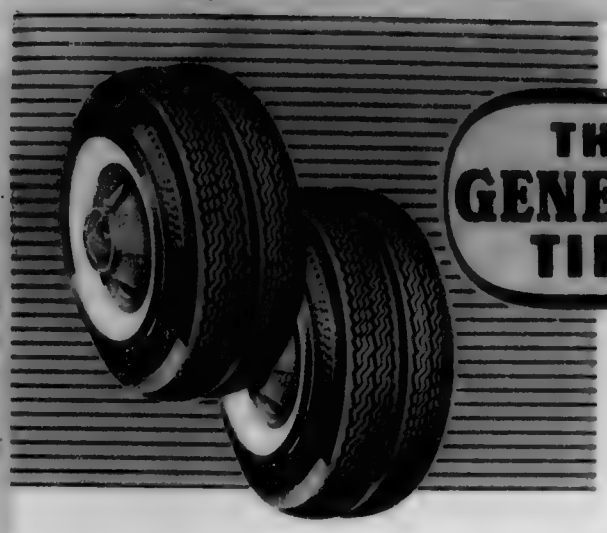
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:Jf
cc: S & D Construction Company
4930 Southeast Roadway
Portland 6, Oregon

Secretary of State
Attention: George Stephens

P. S. This claim was filed in ~~this~~ your office on March 16, 1962.
Your file #3930.

NOTED ON CARD
dc



FORD'S TIRE SERVICE

FOR SAFE HUMAN MILEAGE

LOCATIONS–

514 S. E. Emigrant
Pendleton, Oregon
Phone Cr 6-2152

–+–

911 Jefferson St.
La Grande, Oregon
Phone WO 3-2887

–+–

North Main
Heppner, Oregon
Phone 6-9481

–+–

505 S. 9th
Walla Walla, Wash.
Phone JA 5-2651

April 19, 1962

Mr. Floyd Query
Oregon State Highway Comm.
Salem 10, Oregon

#5743

Dear Mr. Query:

Please note that the claim in the amount of $594.00 against G. D. Arandills Construction Co., was filed in error by our company.

Please disregard. Thank you.

Yours very truly,

Dorothy Enbysk

Dorothy Enbysk

DE/cg

cc: Park & Shenk
San Francisco, Calif.

Home Indemnity Co.
American Bank Building
Portland, Oregon

NOTED
C. W. HEAD

RECEIVED
APR 20 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 6 1962
FOR FILING

April 5, 1962

Mr. Robert K. Williamson
Box 510
La Grande, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of March 14 and attached Notice of Claim in the amount of $2,128.36 for pickup rental and repairs in connection with the following State Highway Contracts with S & D Construction Co.:

No. 5536 - Grande Ronde River Bridge on the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

No. 5703 - Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

So that there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

April 5, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Enclosed is a letter, dated March 14, 1962, from Robert K. Williamson, with claim attached for filing in the amount of $2,128.36 for pickup rental and repairs. This appears to be in connection with the following State Highway Contracts with S & D Construction Co.:

No. 5546 - Grande Ronde River Bridge on the Glover-Perry Section of the Old Oregon Trail Highway in Union County. United Pacific Insurance Company, surety.

No. 5703 - Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County. Home Indemnity Company, surety.

Please acknowledge receipt of the claim on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD
dc

April 5, 1962

Home Indemnity Company
American Bank Building
Portland 4, Oregon

and

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.
Attn: Mr. W. T. Atkins

Gentlemen:

A letter dated March 14, 1962, with claim attached, has been received from Robert E. Williamson, La Grande, advising that S & D Construction owe him $2,138.36 for pickup rental and repairs. This appears to be in connection with the following State Highway Contracts with S & D Construction Co.:

No. 8818 - Grande Ronde River Bridge on the Elgin-Perry Section of the Old Oregon Trail Highway in Union County. United Pacific Insurance Company, Surety.

No. 8703 - Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County. Home Indemnity Company, Surety.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your companies appear as sureties on the performance bonds furnished with these contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp
cc:
Beth Leavens Agency
900 Jackson Tower
Portland, Oregon

S & D Construction Co.
4926 N. E. Rodney
Portland 6, Oregon

Commissioners
Mr. Forrest Cooper

NOTED ON CARD

March 14, 1962

Oregon State Highway Department
Salem, Oregon

Atten: Mr. Floyd Query

Gentlemen:

I am enclosing a signed claim against S & D Construction Co. in the amount of $2128.36, for pickup rental and repairs to said pickup. This is in compliance with your letter of January 23, 1962.

Sincerely yours,

Robert K. Williamson

Robert K. Williamson
Box 510
La Grande, Oregon

RECEIVED
APR 2 1962
OREGON
STATE HIGHWAY COMMISSION

TO: Oregon State Highway Commission

Notice hereby is given that the undersigned Robert K. Williamson has a claim for pickup rental and repairs to such pickup to put it into the condition it was in at the time it was first used on the job both at the Glover-Perry bridge and the railroad crossing at Meacham, in the sum of $1760.00 rental and $368.36 pickup repair, against the bond taken from United Pacific Insurance Co. and Home Indemnity Co., for the work of Grande Ronde River Bridge, Glover-Perry Section of the Old Oregon Trail Highway in Union County and Meacham Railroad Overcrossing, Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

Robert K. Williamson

Robert K. Williamson

RECEIVED
MAR 22 1962
FOR FILING

March 20, 1962

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $594.00 which has been filed with the Secretary of State by Ford's Tire Service, Pendleton, for materials furnished to G. D. Arandlls Construction Co.

This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

NOTED ON CARD

S & D Construction Co.
4930 S. E. Reedway
Portland 6, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

March 16, 1962

*5-703

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Joe French, c/o Currin & French, Attorneys at Law, Pendleton, Oregon and filed as of this date, a notice of claim by Ford's Tire Service, 514 S. E. Emigrant Avenue, Pendleton, Oregon for materials furnished to G. D. Arandlls Construction Co., consisting but not limited to tires in the sum fo $594.00 against the bond taken from The Home Indemnity Company, c/o Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon, for the work of construction of the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, State of Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo. Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
MAR 20 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: State of Oregon
State Highway Department, Bridge Division
Salem, Oregon

KNOW ALL MEN BY THESE PRESENTS, That notice hereby is given that the undersigned, Ford's Tire Service, a corporation, 514 S. E. Emigrant Avenue, Pendleton, Oregon, has a claim for materials furnished to G. D. Arandlls Construction Co., consisting but not limited to tires in the sum of $594.00, against the bond taken from The Home Indemnity Company, c/o Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon, for the work of construction of the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, State of Oregon.

DATED this 15th day of March, 1962.

FORD'S TIRE SERVICE,
a corporation,

By: Dorothy Enbysk
Secretary

STATE OF OREGON)
) ss.
County of Umatilla)

THIS CERTIFIES that on the 15th day of March, 1962, before me, the undersigned, a Notary Public in and for said County and State, personally appeared Dorothy Enbysk, known to me personally, who being duly sworn, did say that she, the said Dorothy Enbysk, is Secretary of Ford's Tire Service, the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said Dorothy Enbysk acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and notarial seal the day and year last above written.

File #3930

FILED
MAR 16 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

Joe Francis
Notary Public for Oregon

My Commission expires: 3/14/66

RECEIVED
MAR 16 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 21 1962
FOR FILING

5703

March 20, 1962

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $979.81 which has been filed with the Secretary of State by Ford's Tire Service, Pendleton, for materials, services and labor furnished to S & D Construction Co.

This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing of the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

NOTED ON CARD

S & D Construction Co.
4930 S. E. Reedway
Portland 6, Oregon

Commissioners
Mr. Forrest Cooper

CWH:fp

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

March 16, 1962

5703

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Joe French, c/o Currin & French Attorneys at Law, Pendleton, Oregon and filed as of this date, a notice of claim by Ford's Tire Service, 514 S. E. Emigrant Avenue, Pendleton, Oregon for materials, services and labor furnished to S & D Construction Co., consisting but not limited to tires, labor and batteries in the sum of $979.81 against the bond taken from The Home Indemnity Company, c/o Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon, for the work of construction of the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, State of Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
MAR 20 1962
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: State of Oregon
State Highway Department, Bridge Division
Salem, Oregon

KNOW ALL MEN BY THESE PRESENTS, That notice hereby is given that the undersigned, Ford's Tire Service, a corporation, 514 S. E. Emigrant Avenue, Pendleton, Oregon, has a claim for materials, services and labor furnished to S & D Construction Co., consisting but not limited to tires, labor and batteries in the sum of $979.81, against the bond taken from The Home Indemnity Company, c/o Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon, for the work of construction of the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, State of Oregon.

DATED this 15th day of March, 1962.

FORD'S TIRE SERVICE,
a corporation

By: Dorothy Enbysk
Secretary

STATE OF OREGON)
) ss.
County of Umatilla)

THIS CERTIFIES that on the 15th day of March, 1962, before me, the undersigned, a Notary Public in and for said County and State, personally appeared Dorothy Enbysk, known to me personally, who being duly sworn, did say that she, the said Dorothy Enbysk, is Secretary of Ford's Tire Service, the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said Dorothy Enbysk acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and notarial seal the day and year last above written.

File #3929

FILED
MAR 16 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

Notary Public for Oregon

My Commission expires: 3/14/66

RECEIVED
MAR 16 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
FEB 15 1962
FOR FILING
5703

February 14, 1962

Ford's Tire Service
514 S. E. Emigrant
Pendleton, Oregon

Attention: Dorothy Enbysk
Credit Manager

Gentlemen:

This is to acknowledge your letter of February 2 stating that S & D Construction Co. owe you $979.81 and G. D. Arandlis Construction Co. owe you $594.00 in connection with the bridges on the Meacham Overpass on Highway 30. Our records indicate this to be in reference to State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

Our Bridge Division has informed us that this contract is approximately 99 percent complete. The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

The State does not make payment of claims but looks to the prime contractor and the surety for such payments.

If you wish to protect your claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

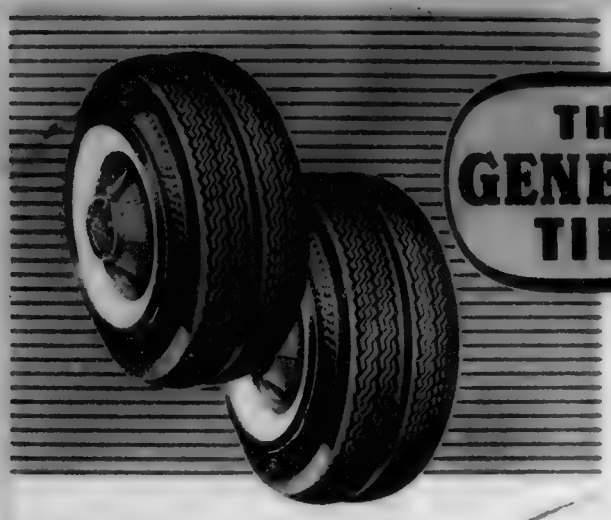
In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Yours very truly,

CWH:fp

NOTED ON CARD
dc

Secretary
OREGON STATE HIGHWAY COMMISSION



FORD'S TIRE SERVICE

FOR SAFE HUMAN MILEAGE

February 2,1962

LOCATIONS-

514 S. E. Emigrant
Pendleton, Oregon
Phone Cr 6-2152

-+-

911 Jefferson St.
La Grande, Oregon
Phone WO 3-2887

-+-

North Main
Heppner, Oregon
Phone 6-9481

-+-

505 S. 9th
Walla Walla, Wash.
Phone JA 5-2651

570

State Highway Dept.
Salem, Oregon

Attention: Mr. Head

Dear Sir:

We are carrying two accounts at the LaGrande store, one for $979.81 for the S. &. D. Construction Co. and one for $594.00 on the G.D. Arandlls Construction Co. Both of these bills were made while they were doing work on the bridges on the Meacham overpass on highway 30. We have written the bonding company but as of this date we haven't received payment or satisfaction as to when and if we will.

Please let us know by return mail what action we should take against these two companies so we may collect our accounts.

Thank you.

Very truly yours,

Dorothy Enbysk

Dorthy Enbysk
Credit Manager

DE:dot

RECEIVED
FEB 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 15 1962
FOR FILING
5703

February 14, 1962

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A letter dated February 2, 1962, has been received from Ford's Tire Service, Pendleton, advising that S & D Construction Co. owe them $979.81 and the G. D. Arandlis Construction Co. owe them $594.00.

This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S. E. Roadway
Portland 6, Oregon

NOTED ON CARD

Commissioners
Mr. Forrest Cooper

CWH:fp

RECEIVED
JAN 24 1962
FOR FILING
I-20N
5703

January 23, 1962

Home Indemnity Company
% Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

Gentlemen:

A letter dated January 17 has been received from R. K. Williamson, Box 510, La Grande, advising that S & D Construction Company owes (amount not stated) for repairs and rental of a pickup that was used on the bridges at Perry and Meacham.

This appears to be in reference with the S & D Construction Company's Contract No. 5703, Meacham Railroad Overcrossing, Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this particular contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

SI

cc: Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 SE Reedney
Portland 6, Oregon

R. E McIver
G. L. Jackson
Forrest Cooper

NOTED ON CARD
dc

RECEIVED
JAN 24 1962
FOR FILING
I-80N-6(14)227
5703

January 23, 1962

Mr. R. K. Williamson
Box 510
La Grande, Oregon

Dear Mr. Williamson:

This is to acknowledge your letter of January 17 stating that S & D Construction Company owes you (amount not stated) for repairs and rental on your pickup that was used on the bridges at Perry and Meacham.

Our records indicate this to be in reference to the S & D Construction Company's contracts as follows:

Contract No. 5536. Grande Ronde River Bridge, Glover-Perry Section of the Old Oregon Trail Highway in Union County. Surety, United Pacific Insurance Company. Agent, Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon. Contract completed July 3, 1961; accepted July 28, 1961.

Contract No. 5703. Meacham Railroad Overcrossing, Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County. Surety, Home Indemnity Company. Agent, Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon. Project approximately 99% complete.

The above sureties furnished the performance bonds which are given to assure completion of the contracts and payment of all bills incurred in them. The State does not make payment of claims but looks to the prime contractor and surety for such payment. If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. As requested, we are attaching excerpts from the Oregon Laws outlining the filing proceedure.

In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

January 17, 1962

Oregon State Highway Commission
State Highway Department
Salem, Oregon

attention: Mr Floyd Query

Dear Mr. Query,

I have a bill against S & D Construction Company for back repairs and rental on my pickup that was used on the bridges back at Perry & Meacham.

Please send me claim forms that are needed to file this claim.

#5536
*5708 90% complete

Sincerely
R. K. Williamson
Box 510
La Grande, Oregon

RECEIVED
JAN 19 1962
OREGON
STATE HIGHWAY COMMISSION

Ole,
please reply
HC

NOTED
FLOYD QUERY

RECEIVED
JAN 11 1962
FOR FILING
5703

January 10, 1962

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Attached is copy of a claim, dated December 29, 1961, in the amount of $2,326.04, which has been filed with the Secretary of State by Inland Machinery Company, La Grande, for equipment rental, labor and parts furnished to S & D Construction Co.

This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S. E. Roadway
Portland 6, Oregon

NOTED ON CARD

Commissioners
Mr. Forrest Cooper

CWH:fp

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

January 2, 1962

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from W. A. Spitzer, Vice President, Inland Machinery Co., 1805 Adams Avenue, La Grande, Oregon, and filed as of this date, a notice of claim for rental of used Caterpillar D8 Tractor, equipped with Cable Control Unit and Angle Bulldozer for ten (10) hours and One Hundred Forty (140.00) Dollars; for rental of used Caterpillar D6 Tractor, equipped with Cable Control Unit and Angle Bulldozer for sixty-three (63) hours and Six Hundred Thirty (630.00) Dollars; for rental hauling of John Deere Model 440, equipped with Dozer for one hundred twenty (120) hours and Eight Hundred Three and 40/100 (803.40) Dollars; for labor and parts to repair starting engine and final drive of Caterpillar #977 Traxcavator for Seven Hundred Fifty-Two and 64/100 (752.64) Dollars; for a total sum of Two Thousand Three Hundred Twenty-Six and 04/100 (2,326.04) Dollars against the bond taken from The Home Indemnity Company thru Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon, for the work of the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, Contract #5703.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo. A. Stephens
Public Records Section

GS:J
Encls.

NOTED
FLOYD QUERY

INLAND MACHINERY CO.
1805 ADAMS AVENUE • LA GRANDE, OREGON

December 29, 1961

State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned Inland Machinery Co. has a claim for rental of used Caterpillar D8 Tractor, equipped with Cable Control Unit and Angle Bulldozer for ten (10) hours and One Hundred Forty (140.00) Dollars; for rental of used Caterpillar D6 Tractor, equipped with Cable Control Unit and Angle Bulldozer for sixty-three (63) hours and Six Hundred Thirty (630.00) Dollars; for rental hauling of John Deere Model 440, equipped with Dozer for one hundred twenty (120) hours and Eight Hundred Three and 40/100 (803.40) Dollars; for labor and parts to repair starting engine and final drive of Caterpillar #977 Traxcavator for Seven Hundred Fifty-Two and 64/100 (752.64) Dollars; for a total sum of Two Thousand Three Hundred Twenty-Six and 04/100 (2,326.04) Dollars against the bond taken from The Home Indemnity Company thru Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon, for the work of the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, Contract #5703.

W. A. Spitzer, Vice President

INLAND MACHINERY CO.

File No 3902
FILED
JAN 2 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 2 - 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

CATERPILLAR

RECEIVED
JAN 9 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I
5703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
January 4, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated December 27, 1961, in the amount of $8,692.29, received from Rich Freight Lines, Portland, for hauling charges on the following S & D Construction Co. contracts:

Contract No. 5703 - Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County - Claim $8,311.51

Contract No. 5754 - Bridge overflow structures on the Willamette River Bridge Section of the Peripheral Road (FAS 860) in Lane County - Claim $380.78.

Please acknowledge receipt of the claims on the enclosed copy of this letter.

File # 3904

Yours very truly,

FILED
JAN - 5 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

NOTED ON CARD

RECEIVED
JAN 9 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN - 5 1962
HOWELL APPLING, JR.
SECRETARY OF STATE

January 4, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated December 27, 1961, in the amount of $8,692.29, received from Rich Freight Lines, Portland, for hauling charges on the following S & D Construction Co. contracts:

Contract No. 5703 - Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County - Claim $8,311.51

Contract No. 5754 - Bridge overflow structures on the Willamette River Bridge Section of the Peripheral Road (FAS 860) in Lane County - Claim $380.78.

Please acknowledge receipt of the claims on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD
dc

RECEIVED
JAN 5 1962
FOR FILING

January 4, 1962

Rich Freight Lines
1921 S. E. Grand Avenue
Portland 14, Oregon

Attention: Mr. Howard K. Watts
Manager

Gentlemen:

This is to acknowledge your claim letter of December 27, 1961, in the amount of $8,692.29, for hauling charges on the following S & D Construction Co. contracts:

Contract No. 5703 - Meacham Overcrossing - $8,311.51
Contract No. 5754 - Willamette River Bridge - $380.78

The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bonds on these contracts, which were given to assure completion of the contracts and payment of all bills incurred in them.

The State does not make payment of claims but looks to the contractor and the surety for such payment.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD

January 4, 1962

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A claim letter, dated December 27, 1961, has been received from Rich Freight Lines, Portland, advising that S & D Construction Co. owe them $8,692.29 for hauling charges on the following contracts:

Contract No. 5703 - Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County - Claim $8,311.51.

Contract No. 5754 - Bridge overflow structures on the Willamette River Bridge Section of the Peripheral Road (FAS 860) in Lane County - Claim $380.78.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy for your record.

We provide this information as your company appears as surety on the performance bonds furnished with these contracts.

Yours very truly,

CWH:fp

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

NOTED ON CARD
dc

S & D Construction Co.
4930 S. E. Reedway
Portland 6, Oregon

Commissioners
Mr. Forrest Cooper

1921 S.E. Grand Avenue
PORTLAND 14, OREGON

Rich FREIGHT Lines

DECEMBER 27, 1961

MR. FLOYD QUERRY, SECRETARY
OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

DEAR MR. QUERRY:

WE WISH TO FILE THE FOLLOWING CLAIMS FOR PAST DUE HAULING CHARGES TOTALING, $8,692.29

MEACHAM OVERCROSSING AMOUNT, $8,311.51
CONTRACT #5703
CONTRACTOR, S. & D. CONSTRUCTION COMPANY
BONDING AGENT, HOME INDEMNITY COMPANY

WILLAMETTE RIVER BRIDGE AMOUNT, $380.78
CONTRACT #5754
CONTRACTOR, S. & D. CONSTRUCTION COMPANY
BONDING AGENT, HOME INDEMNITY COMPANY

WE WOULD APPRECIATE IT VERY MUCH IF YOU WILL TAKE PROMPT ACTION ON THIS MATTER AND DIRECT THESE CLAIMS THROUGH THE PROPER CHANNELS.

THANK YOU.

YOURS VERY TRULY,

RICH FREIGHT LINES

Howard K. Watts

HOWARD K. WATTS
MANAGER

HKW/RB

CC: MR. JACK SOWLES, S. & D. CONSTRUCTION COMPANY.

RECEIVED
DEC 28 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
DEC 26 1961
FOR FILING

5703

December 19, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A letter, dated December 15, 1961, has been received from Inland Machinery Co., La Grande, advising that S & D Construction Co. and their bonding company owe them (amount not stated) for tractor rental and repairs for the construction of the railroad overpass at Meacham.

This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S. E. Roadway
Portland 6, Oregon

NOTED ON CARD

Commissioners
Mr. Forrest Cooper

CWH:fp

RECEIVED
DEC 26 1961
FOR FILING
5703

December 19, 1961

Inland Machinery Co.
1805 Adams Avenue
La Grande, Oregon

Attention: Mr. Will Spitzer
Sales Manager

Gentlemen:

This is to acknowledge receipt of your letter of December 15 stating that S & D Construction Co. and their sureties owe you for tractor rental and repairs in connection with the following State Highway Contracts:

Contract No. 5536 for the Grande Ronde River Bridge on the Glover-Perry Section of the Old Oregon Trail Highway in Union County. The surety is the United Pacific Insurance Company, through Seth Leavens Agency, 500 Jackson Tower, Portland. This contract was completed July 3 and accepted by the State Highway Commission July 28, 1961.

Contract No. 5703 for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County. The Home Indemnity Company is the surety and the agent is Seth Leavens Agency, 500 Jackson Tower, Portland. This project is approximately 99 percent complete.

As you are no doubt aware, the sureties through their agents furnished the performance bonds which are given to assure completion of the contracts and payments of all bills incurred in them.

The State does not make payment of claims but looks to the prime contractor and the surety for such payment. Contract payments are not withheld by us unless requested by the surety or by our own department.

If you wish to protect your claims under the bonds, they should be filed with the Secretary of State within six months after the contracts have been accepted by the Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

NOTED ON CARD

In the meantime, this information will be noted in our records and we will advise the sureties and the contractor of the receipt of your letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

December 15, 1961

Mr. B. M. Thomas
Park & Shenk
435 Rust Building
San Francisco, California

Air Mail

Dear Mr. Thomas:

We have had considerable correspondence and phone conversations regarding the Meacham overpass job and the S & D Construction Co. We have had promises but so far no payment on this account since your company took over in July.

At present, the open account on this job amounts to $756.04. This included work on a starting engine for #977 Traxcavator in July and the final drive repair on this same machine in September plus replacement of a light and bracket removed from the rented John Deere 440 and steam cleaning #977 in preparation of resale. In addition, we have rental charges of a D8 Tractor, a D6 Tractor, and the John Deere Tractor for a total of $1,965.00. All of these claims have been documented in earlier correspondence.

We are quite concerned as no effort has been made to pay any amount on these accounts. We would appreciate a check for these amounts or at least an idea on when or how you plan to pay them.

Very truly yours,

INLAND MACHINERY CO.

Sales Manager

Will Spitzer
je

cc: Floyd Query, Secretary, State Highway Commission

October 12, 1961

Park & Shenk
435 Russ Building
San Francisco, California

Airmail

Attention: B. M. Thomas

Gentlemen:

On September 19, 1961 I wrote you regarding payment of rentals and open account for S & D Construction Co. Possibly I did not explain the situation too clearly so I am sending additional information to help you determine what S & D owes to us on the Meacham job.

Enclosed is a copy of the purchase order for rental of a D8 signed by Tracy Bird, a copy of the original invoice L-26337 sent to S & D Construction Co., and a copy of a letter from Rich Freight Lines regarding transporting this D8.

The purchase order states the terms of the rental; namely, $14.00 per hour with a minimum of four hours per day. Invoice L-26337 shows the days and hours used and that we billed actual hours rather than minimums. The letter from Rich Freight Lines states when they moved the machine to the lower Perry job and when they moved the machine off from the lower Perry job onto the Meacham job. The letter states the D8 was moved onto the Meacham job on June 15, 1961. Referring to our invoice L-26337, the D8 was used June 20th and June 21st for five hours each day, a total of ten hours or $140.00 rent. The D6 was delivered direct to the Meacham job and used there the entire time for a total of $630.00, our invoice L-10019.

In addition to these rentals, the open account for parts and service

work totaled $681.00 as of October 1, 1961. This included repair work on a 977 Traxcavator for the starting engine in July and a final drive repair in September, plus miscellaneous parts. The results for S & D Construction on the Meacham job makes a total rental bill of $770.00 and an open account of $681.00 or a grand total of $1,451.00.

We are submitting a statement for this amount and would appreciate your remittance.

Yours very truly,

INLAND MACHINERY CO.

Sales Manager

W.A. Spitzer
bm
Encls

P.S. Mr. Spitzer was called out of the office before this letter could be typed. He asked me to sign it and mail to you promptly.

Secretary

RFL Rich FREIGHT Lines

1921 S.E. Grand Avenue
PORTLAND 14, OREGON

Area Code 503 BE 3-6096 • Portland
WO 3-4784 • LaGrande

October 11,1961

To whom it may concern;

On May 26,1961, Rich Freight Lines hauled a D-8 cat with dozer,belonging to Inland Machinery Co, to the lower Perry bridge for the S.&.D. Construction Co.

On June 15, we hauled same cat to Meacham from the lower Perry bridge, for the S.&.D. Construction Co. The cat was hauled back June 23,1961.

Very Truly Yours;

Rich Freight Lines

Ralph Morrow
Br. Manager

RM/jb

September 19, 1961

Park & Shenk
435 Rust Building
San Francisco, California

Airmail

Attention: B. M. Thomas

Gentlemen:

I recently visited with Bill Wallen, your superintendent of the Meacham Job, in regard to the S & D Construction Co.'s open account and rental payment. Bill informed me that we were sending our invoices to the wrong address and that they should be sent to your attention. We had been sending invoices and statements to Portland.

I have enclosed two copies of invoices for rental of a D8 and a D6. The D6 rental, invoice #L-10019, dated July 25, 1961, was delivered and used on the Meacham Job and total $630.00. The other invoice to S & D Construction for rent of a D8, invoice #L-26337, dated June 28, 1961, was used on the Meacham Job, and the lower Perry overpass. At the time this was rented, we were not informed to keep the charges separate, nor were we informed how many hours should be charged to each job. However, Rainbow Transportation has record of moving the machine to the Meacham Job on June 15, 1961. This means the last two entries on June 20th and 21st should be charged to this job. A total of ten hours on these two dates or a sum of $140.00 for rent of the D8.

This $140.00 for the D8 plus the $630.00 for the D6, is total rental owed on the Meacham Job.

#3

When you first made arrangements for renting the D6, you stated that you would finish the lower Perry Job for S & D Construction. I understand that

this did not come about, but I would appreciate any information you could give us regarding this job. We have an open account and rental on D8 which is outstanding and if we had information on whom should be contacted in the Bonding Company that was in charge of completing this job, it would help us.

Thank you very kindly.

Yours very truly,

INLAND MACHINERY CO.

Sales Manager

W. A. Spitzer
bm
Enc

RECEIVED
DEC 26 1961
FOR FILING

5703

December 15, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim, in the amount of $27,377, which has been filed with the Secretary of State by Soule Steel Company for furnishing and installing reinforcing steel to the Meacham Overcrossing.

This appears to be in reference to State Highway Contract No. 5703, for the Meacham Railroad Overcrossing on Deadman's Pass-Meacham Section of Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc
Encl.
cc: Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S.E. Reedway
Portland 6, Oregon

M. K. McIver
G. L. Jackson
Forrest Cooper

NOTED ON CARD

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

December 13, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Soule' Steel Company, 3003 N. W. 35th Avenue, P. O. Box 9594, Portland 10, Oregon and filed as of this date, a notice of claim for the furnishing and installing of reinforcing steel to the Meacham Overcrossing of Union Pacific Railroad, Oregon State Hihgway contract #5703, in the sum of $27,577.00 against the bond taken from S & D Construction Company, 4930 S. E. Reedway, Portland, Oregon, principal and Home Indemnity Company, surety by the Oregon State Hihgway Commission.

We are enclosing two copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
DEC 15 1961
OREGON
STATE HIGHWAY COMMISSION

SOULÉ STEEL COMPANY
3003 N. W. 35TH AVENUE • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 6-6441

NOTICE

To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Soule' Steel Company, has a claim for the furnishing and installing of reinforcing steel to the Meacham Overcrossing of Union Pacific Railroad, Oregon State Highway contract #5703, in the sum of $27,577.00, against the bond taken from S & D Construction Company, 4930 S.E. Reedway, Portland, Oregon, and Home Indemnity Company, for the Meacham Overcrossing of Union Pacific Railroad, by the Oregon State Highway Commission.

SOULE' STEEL COMPANY

By Dolores J. Bedgood
Dolores J. Bedgood, Assistant to
District Office Manager

Dated at Portland, Oregon, this 12th day of December, 1961.

File # 3897
FILED
DEC 13 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 15 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 13 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

SOULÉ STEEL COMPANY

3003 N. W. 35TH AVENUE • P. O. BOX 9594 • PORTLAND 10, OREGON

Telephone • CApitol 6-6441

December 12, 1961

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Enclosed herewith are notice and affidavit covering claim we are making in connection with reinforcing steel furnished and installed for S & D Construction Company at the Meacham Overcrossing of Union Pacific Railroad for the Oregon State Highway Commission.

Yours very truly,

SOULE' STEEL COMPANY

C R Reimer

C. R. Reimer
District Office Manager

CRR db
encl.

cc: Oregon State Highway Commission
w/encl.
Home Indemnity Company, c/o Park & Shenk, 435 Russ Bldg., San Francisco 4
w/encl.
W.I. Ringer
w/encl.

STATE HIGHWAY COMMISSION
OREGON
DEC 13 1961
RECEIVED

SOULÉ STEEL COMPANY
3003 N. W. 35TH AVENUE • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 6-6441

NOTICE

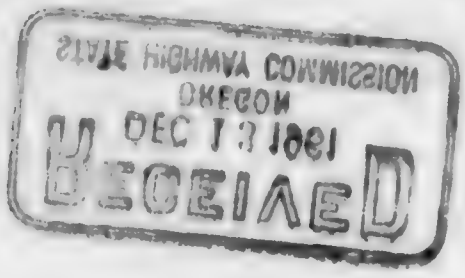
To: Secretary of State
State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Soule' Steel Company, has a claim for the furnishing and installing of reinforcing steel to the Meacham Overcrossing of Union Pacific Railroad, Oregon State Highway contract #5703, in the sum of $27,577.00, against the bond taken from S & D Construction Company, 4930 S.E. Reedway, Portland, Oregon, and Home Indemnity Company, for the Meacham Overcrossing of Union Pacific Railroad, by the Oregon State Highway Commission.

SOULE' STEEL COMPANY

By Dolores J. Bedgood
Dolores J. Bedgood, Assistant to
District Office Manager

Dated at Portland, Oregon, this 12th day of December, 1961.



SOULÉ STEEL COMPANY
3003 N. W. 35TH AVENUE • P. O. BOX 9594 • PORTLAND 10, OREGON
Telephone • CApitol 6-6441

AFFIDAVIT

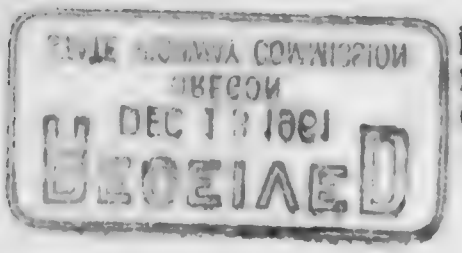
State of Oregon)
) ss
County of Multnomah)

I, Dolores J. Bedgood, Assistant to District Office Manager for Soule' Steel Company at Portland, Oregon, do hereby depose and say:

That Soule' Steel Company furnished and installed reinforcing steel for S & D Construction Company, 4930 S.E. Roadway, Portland, Oregon, on the Meacham Overcrossing of Union Pacific Railroad, Oregon State Highway contract #5703 for the Oregon State Highway Commission, and that the balance due Soule' Steel Company for same in the sum of $27,577.00 has not been received.

Dolores J. Bedgood

Subscribed and sworn to before me on this 12th day of December, 1961



C R Lucas
Notary Public for Oregon
My Commission Expires
October 16, 1962

RECEIVED
DEC 26 1961
FOR FILING

5203

December 14, 1961

Helm & Neely
Lawyers
West-Jacobson Building
LaGrande, Oregon

Gentlemen:

This is to acknowledge receipt of your notice of claim on behalf of Eugene S. Becker, in the amount of $2,745.25, for a breach of contract for the hauling of aggregate and the judgment of the Circuit Court of the State of Oregon for the County of Union. Your claim states that this is in connection with S & D Construction Company's contracts 5703 and 5536.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing. In the interim this information will be noted in our records and we will advise the sureties and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD
dc

RECEIVED
DEC 26 1961
FOR FILING

5703

December 14, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington

Attn: W. T. Atkins

Gentlemen:

Notice of claim has been received from Heim & Neely, Lawyers, LaGrande, on behalf of Eugene E. Becker, advising that S & D Construction Company owes them $2,715.25 for a breach of contract for the hauling of aggregate and the judgment of the Circuit Court of Oregon for the County of Union.

This appears to be in connection with State Highway Contracts 5703, for Meacham Railroad Overcrossing on Deadman's Pass-Meacham section of Old Oregon Trail Highway in Umatilla County, and 5936, for the Grande Ronde River Bridge on Glover-Perry Section of Old Oregon Trail Highway in Union County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

This information is provided as your companies appear as sureties on the performance bonds furnished with these contracts.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

cc: S & D Construction Co.
4933 S. E. Roadway
Portland 6, Oregon

Seth Leavens Agency
300 Jackson Tower
Portland, Oregon

M. K. McIver
G. L. Jackson
Forrest Cooper

NOTED ON CARD

NOTICE OF CLAIM

TO: MR. LLOYD QUERY, Secretary, Oregon State Highway Commission, Salem, Oregon, and AUDITOR, Oregon State Highway Commission, Salem, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned, Eugene S. Becker, has a claim based upon a breach of contract for the hauling of aggregate and the judgment of the Circuit Court of the State of Oregon for the County of Union in the amount of $2,745.25 against the bond taken from Jack Sowles and Don Dubois, dba S & D Construction Company, as principal, Home Indemnity Company and United Pacific Insurance Company, as sureties, for the work in connection with the Meacham railroad over-corssing of the Deadman's Pass-Meacham Section of the Old Oregon Trial Highway in Umatilla County, contract No. 5703, and the Grande Ronde River bridge on the Glover-Perry section of the Old Oregon Trail Highway in Union County, Contract No. 5536, all of said construction contracts being with the State Highway Commission of the State of Oregon.

This notice is given pursuant to Oregon Revised Statutes, Chapter 279.

DATED this ____ day of December, 1961.

Eugene S. Becker

RECEIVED
DEC 26 1961
FOR FILING
5703

December 14, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: Mr. George C. Stephens

Gentlemen:

Attached is a notice of claim for filing, in the amount of $2,745.25, received from Helm & Neely, Lawyers, on behalf of Eugene S. Becker, for a breach of contract for the hauling of aggregate and the judgment of the Circuit Court of Oregon for the County of Union. The claim also states that this is in connection with the S & D Construction Company's Contracts 5703 and 5536 as described in the notice of claim.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

Encl.

CWH : jmc

NOTED ON CARD
lc

RECEIVED
DEC 15 1961
FOR FILING
5703

December 14, 1961

Industrial Machinery & Supply Co.
P. O. Box 775
La Grande, Oregon

Attention: Mr. Layton V. Graham

Gentlemen:

Reference is made to our letter of December 11 concerning your claims against S & D Construction Co. and Russell Olson, subcontractor for Rogers Construction Company.

In the second paragraph of our letter we inadvertently gave you the wrong contract number. The S & D Construction Co. contract number should be 5703 and not 4703.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

RECEIVED
DEC 13 1961
FOR FILING

I-84-6(14)127
5703

J Cook

December 11, 1961

Industrial Machinery & Supply Co.
P. O. Box 775
La Grande, Oregon

Attention: Layton V. Graham

Dear Mr. Graham:

This is to acknowledge receipt of your claim letter of November 28 addressed to Mr. A. F. Parson, Division Engineer at LaGrande.

You state that S & D Construction Company owes you $778.00. This appears to be in reference to the S & D Construction Company Contract 4703, 5703 Meacham Railroad Overcrossing, Deadman's Pass-Meacham Section on the Old Oregon Trail Highway in Umatilla County. Our Bridge Division informs us that this project was approximately 99 per cent complete as of December 1, 1961.

The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

Your letter also states that Russell Olson, subcontractor for Rogers Construction Company, owes you $753.08. This appears to be in connection with Rogers Construction Company Contract No. 5489, paving, Glover-Perry Section, Old Oregon Trail Highway in Union County. This contract was completed October 17, 1961 and was accepted by the State Highway Commission on December 8, 1961.

The Fidelity and Casualty Company of New York, through Pallett, Fisher & Carlo, Inc., U. S. National Bank Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claims under the bonds, the claims should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission.

Attached are excerpts from the Oregon laws outlining the filing procedure. In the meantime this information will be noted in our records and we will advise the sureties and the contractors that it has been received.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:mg
Attach.

FORM E-90 50M 8-61 84397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 4, 1961

To:

SUBJECT: Deadmans Pass-Meacham O'Xing
and
Glover-Perry
Old Oregon Trail Highway
Past due accounts

Mr. I. D. Merchant
Bridge Engineer
Salem

Herewith claim by Industrial Machinery & Supply Co. on the S and D Company's contract No. 5703, in the amount of $778.00.

Also claim against Russell Olson Construction Co. in the amount of $753.08 on the Glover-Perry Section, Contract No. 5489. Russell Olson was subcontractor for Rogers Construction Co.

Will you please notify accounting division.

A. F. Parson
Division Engineer

AFP:dj
Encl.

cc: Mr. Layton V. Graham
Industrial Machinery & Supply Co.

Mr. Tom Edwards

Cec, please handle
F.C.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 5 1961 PM
7,8,9,10,11,12,1,2,3,4,5,6

Industrial Machinery & Supply Co.

Phone WO-3-4623 Box 775
LA GRANDE, OREGON

November 28, 1961

Noted	DE	ADE	ADE	DOE

NOV 29 1961

REC'D DIV. OFFICE
LA GRANDE

Oregon State Highway Commission
2111 Adams Avenue
La Grande, Oregon

ATTENTION: Mr. A. F. Parsons

Dear Mr. Parsons:

As per your instructions, this communication is to officially notify you of the past due accounts we are carrying for S & D Construction Company of 4930 S. E. Reedway, Portland, Oregon and Russell Olson Construction Company of Pendleton, Oregon.

Mercher
Glover Perry

S & D Construction account now totals $778.00, Russell Olson Construction totals $753.08; this covers materials purchased as far back as July, of this year, and neither account has been challenged at any time.

If you need more information on this matter, please contact me.

Respectfully yours,

INDUSTRIAL MACHINERY & SUPPLY COMPANY

Layton V. Graham
Layton V. Graham

LVGdnr

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 5 1961 PM
7 8 9 10 11 12 1 2 3 4 5 6

RECEIVED
DEC 13 1961
FOR FILING

I-5-N-4(14)337
4703

D Cooke

December 11, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A letter has been received from Industrial Machinery and Supply Company, in Grande, advising that S & D Construction Company owes them $778.00 for materials.

This appears to be in reference to S & D Construction Company Contract 4703, Meacham Railroad Overcrossing, Bradman's Pass-Meacham Section, Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:mg

cc: Roth Leavens Agency
S & D Construction Co.
M. K. McIver
O. L. Jackson
Forrest Cooper

NOTED ON CARD
dc

RECEIVED
DEC 5 1961
FOR FILING

5703

Note on card

November 28, 1961

U. K. Swift Lumber Company
P. O. Box 442
Walla Walla, Washington

Attention: Hugh M. Ruby

Gentlemen:

This is to acknowledge your claim letter of November 21 advising that you have furnished materials in the amount of $2,051.52 to Park and Shank in connection with the Meacham Overcrossing Project.

Our records indicate this to be the S & D Construction Company, Contract No. 5703, Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

Our Bridge Division has just recently informed us that this project is approximately 97% complete.

The Home Indemnity Company through Seth Leavens Agency, 500 Jackson Tower, Portland, Oregon, furnished the performance bond which was given to assure completion of the contract and payment of all bills incurred in it. If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

NOTED ON CARD
lc

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CWH:jh

Phone JAckson 9-2222

(3)

U. K. SWIFT LUMBER CO. . . . *Forest Products*

WHOLESALE DISTRIBUTORS

P. O. BOX 442
WALLA WALLA, WASHINGTON

November 21, 1961

Mr Query
Secretary to Hyway Commission
Hyway Office Bldg.
Salem, Oregon

Re: Meacham Overcrossing #5703

Dear Sir:

We have furnished to Park and Shank; 435 Rust Bldg.;
San Francisco, California materials amounting to $2,051.52

We wish to state our intention of filing lien papers as
soon as they can be sent to us.

Yours truly,
Hugh M. Ruby
HUGH M RUBY

Cc, please reply
K

RECEIVED
NOV 22 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 5 1961
FOR FILING

5703

November 28, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A letter dated November 21 with claim attached has been received from Reinhardt, Cobiens & Stoll, Attorneys, Portland, on behalf of Burns Bros., Inc., advising that S & B Construction Company owes them for labor and material in the amount of $321.47 with interest thereon at the rate of 6% per annum from May 27, 1961.

This appears to be in reference to Contract Nos. 3536, 3590, 3703 and 3754. This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

This information is provided as your company appears as surety on the performance bonds furnished with Contract Nos. 3590, 3703 and 3754.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
cc: Smith Surety Insurance Company
500 Jackson Tower
Portland, Oregon

S & B Construction Company
4930 SE Roadway
Portland, Oregon

H. K. McIver
G. L. Jackson
W. C. Williams
Forrest Cooper

CHH:jh

NOTED ON CARD

RECEIVED
DEC 5 1961
FOR FILING

5703

Note on card

November 28, 1961

#5703

Bond Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A letter dated November 21 has been received from U.S. Swift Lumber Company, Walla Walla, Washington, advising that they have furnished materials in the amount of $2,051.32 to Park and Shank on the Meacham Overcrossing job.

This appears to be in connection with the S & B Construction Company contract, No. 5703, Meacham Railroad Overcrossing on the Deadman's Pass-Meacham section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CHH:jh

cc: Seth Lagoria Agency
500 Jackson Tower
Portland, Oregon

S & B Construction Company
4910 SE Roadway
Portland 6, Oregon

NOTED ON CARD

M. K. McIver
G. L. Jackson
W. C. Williams
Forrest Cooper

RECEIVED
DEC 5 1961
FOR FILING

I-SEV-6(w)227
5703

November 28, 1961

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

Attention: R. F. Atkins

Gentlemen:

A letter dated November 21 with claim attached has been received from Reinhart, Cahlan & Stoll, Attorneys, Portland, on behalf of Burns Bros., Inc., advising that S & D Construction Company owes them for labor and material in the amount of $221.37 with interest thereon at the rate of 6% per annum from May 27, 1961.

This appears to be in reference to Contract Nos. 5036, 5080, 5703 and 9704. This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

This information is provided as your company appears as surety on the performance bond furnished with Contract No. 5036.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc: Seth Leavens Insurance Company
500 Jackson Tower
Portland, Oregon

S & D Construction Company
4900 SE Kenney
Portland, Oregon

NOTED ON CARD

M. K. McIver
G. L. Jackson
W. C. Williams
Forrest Cooper

WCH:jh

RECEIVED
DEC 5 1961
FOR FILING

7.04.6(14).07

5703

November 28, 1961

Law Offices
Reinhardt, Coblens & Stoll
Corbett Building
Portland 4, Oregon

Attention: Seymour L. Coblens

Gentlemen:

This is to acknowledge receipt of your letter of November 21, 1961, and attached claim of Burns Bros., in the amount of $221.37 with interest thereon at the rate of 6% per annum from May 27, 1961, for labor and material furnished to S & D Construction Company and their sureties in connection with Contract Nos. 5536, 5690, 5705, and 5734.

According to our records Contract No. 5734 is not an S & D Construction Company contract. However, there was a contract, No. 5754, with S & D Construction Company, Bridge-Overflow structures on the Willamette River Bridge on the Peripheral Road in Lane County. We assume this is the project to which you had reference.

So there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the sureties and contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jh

NOTED ON CARD

RECEIVED
DEC 5 1961
FOR FILING
I-30N-6.(14)287
1
5703

November 28, 1961

The Honorable Howell Appling, Jr.
Secretary of State
State Capitol Building
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Mr. Appling:

Attached is a claim for filing in the amount of $221.37 received from Reinhardt, Coblens & Stoll, Attorneys, on behalf of Burns Bros., Inc., for labor and material furnished to J & D Construction Company and their sureties in connection with Contract Nos. 5536, 5590, 5703, and 5754.

The Home Indemnity Company furnished the performance bonds on Contract Nos. 5590, 5703, and 5754, and the United Pacific Insurance Company furnished the performance bond on Contract No. 5536.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

CWH:jh

NOTED ON CARD

RECEIVED
DEC 5 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

Note on Card

I-80N-6(14)227

5703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 28, 1961

The Honorable Howell Appling, Jr.
Secretary of State
State Capitol Building
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Mr. Appling:

Attached is a claim for filing in the amount of $221.37 received from Reinhardt, Coblens & Stoll, Attorneys, on behalf of Burns Bros., Inc., for labor and material furnished to S & D Construction Company and their sureties in connection with Contract Nos. 5536, 5590, 5703, and 5754.

The Home Indemnity Company furnished the performance bonds on Contract Nos. 5590, 5703, and 5754, and the United Pacific Insurance Company furnished the performance bond on Contract No. 5536.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

CWH:jh

File #3895

FILED
NOV 30 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD

RECEIVED
NOV 30 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC 5 1961
FOR FILING

5703

November 27, 1961

Mr. Denver Young
Sheriff, Marion County
Courthouse
Salem, Oregon

Dear Sir:

Attached is our return Notice of Garnishment, Eugene S. Becker vs. Jack Sowles and Don DuBois, partners, dba S & D Construction Co.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

cc Mr. C. H. Maison

CWH:fp

(Contracts 5536, 5703, 5754, and 5590)

Notice of Garnishment + Execution attached to 5536.

NOTED ON CARD
dc

RECEIVED
NOV 27 1961
FOR FILING
5-163

November 24, 1961

Two G.I.'s Supply Center
1003 Adams
La Grande, Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of November 10 advising that S & D Construction Co. owe you $548.71. From the description in your letter this appears to be in connection with S & D Construction Co. Contract No. 5703 for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

Our Bridge Division informs us that this project is approximately 97% complete. The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the interim, this claim letter will be noted in our records and we will advise the surety and the contractor that it has been received.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD

MARINE SUPPLIES

TWO G.I.'S

SUPPLY CENTER

HOMELITE CHAIN SAWS - EVINRUDE OUTBOARDS

LA GRANDE, OREGON

DATE 11/10 1961

State Engineer - (#5703)
Salem Oregon

Dear Sir -
I have had an account with the L + D Construction Co, of which, the Home Identity Bowling Co have taken over.

They have owed me for over Four Months, of which they have made several Promises to Pay.

I have talked personally to a Mr. B.M. Thoras in San Francisco who is an attorny with the Park + Shenk Co - He promised a Check the next day which was a month ago - The amount now is 548.71

Please see if You can help us -

Thank You
Ila Nelson

RECEIVED
NOV 27 1961
FOR FILING

T-S-V-6(14)237

5703

November 24, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A claim letter, dated November 10, 1961, has been received from Two G.I.'s Supply Center, 1003 Adams, La Grande, advising that S & D Construction Co. owe them in the amount of $548.71.

From the description in the letter this appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S. E. Reedway
Portland 6, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD
LP

RECEIVED
NOV 21 1961
FOR FILING
I-SW-1(11)287
5703

Salem, Oregon
November 20, 1961

Contract Nos. 5536, 5703, 5754, and 5590
S & D Construction Company

Mr. L. I. Lindas, Chief Counsel
Room 104
State Highway Building
Salem, Oregon

Dear Mr. Lindas:

Attached are a "Notice of Garnishment" and "Execution", Eugene S. Decker vs. Jack Sowles and Don Dubois, partners, dba S & D Construction Company, in the amount of $2,667.00 plus interest and costs.

The State owes money to S & D Construction Company on the following State Highway Contracts, Nos. 5536, 5703, 5754, and 5590.

Will you please make the necessary reply and advise us of the action so that we may inform the surety and our Auditor. These papers were served in this office at 9:25 a.m. today.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:jh

RECEIVED
NOV 15 1961
FOR FILING

I-80N-6(14)227
5763

Acc; note & post to Cook 76

9

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1961

SUBJECT: Contract Numbers: 5536-5590-5703-5754

To: Mr. Floyd Query
Secretary

O f f i c e

The Notice of Levy filed by the Internal Revenue Department on October 10, 1961, has no affect upon the above-mentioned contracts. In Contract No. 5536 no money was due and owing to S & D Construction Company at the time and, therefore, the levy is ineffectual and we need pay no attention to it.

As to Contract Numbers 5590, 5703, 5754, please be informed that the assignments were prior in time and right over the Federal levy and, therefore, the levy may be ignored.

It is advisable that when future payments become due, under any of the above-mentioned contracts, that you contact this office. This is so because there may be further levies of execution or judgments in the future.

I have advised the Federal Government that there is no money due and owing.

Leo V. Nuttman

LEO V. NUTTMAN
Staff Attorney

LVN:ep
cc - C. H. Maison

NOTED ON CARD
dc

NOTED
FLOYD QUERY

NOTED

RECEIVED
NOV 15 1961
COMMISSIONERS
FOR FILING
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
5703

Cc, noted & sent to Carl 76.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 13, 1961

Mr. N. P. Hughes
Internal Revenue Service
P.O. Box 3976
Portland 8, Oregon

Re: Levy of October 10, 1961, against DuBois and Sowles, S & D Construction Company, 4830 S.E. Reedway, Portland 6, Oregon

Dear Mr. Hughes:

On October 17, 1961, I wrote you informing you that we held money in the neighborhood of $24,000.00 for S & D Construction Company.

Upon checking with our Accounting Department it has been verified that no money was due and owing at the time of the levy and that no money is due and owing now.

The purpose of this letter is to, therefore, file a no money return as a response to your Notice of Levy for income tax payments.

Very truly yours,

L. I. LINDAS
Chief Counsel

NOTED ON CARD
tc

By
LEO V. NUTTMAN
Staff Attorney

LVN:ep
cc: Floyd Query

(Contracts involved:)
#5536
#5590
#5703
#5754

NOTED
FLOYD QUERY
NOTED
C. W. HEAD

RECEIVED
NOV 15 1961
FOR FILING

D. Cook

November 10, 1961

Park and Shenk
Law Offices
Russ Building
San Francisco 4, California

Attention: Mr. E. C. Mower

Dear Mr. Mower:

This is in reply to your letter of November 6 concerning funds which have been retained on S & D Construction Company contracts in which the Home Indemnity Company appears as surety. Also this letter will confirm telephone conversations between us yesterday and today.

Upon the advice of our Legal Counsel, Estimate No. 12 on Contract 5754 in the amount of $6,080 and Estimate 10 on Contract 5703 in the amount of $26,568 are being released today as outlined in the assignments filed in this office.

Concerning final payment on Contract 5754, Mr. Ivan Merchant, Bridge Engineer, states that computations have been completed on this contract, but further processing of the payment cannot be made until wage statements have been received from the contractor. The contractor has been reminded to submit these immediately. As soon as the proper wage statements are received, the warrant should be ready for mailing within 3 or 4 weeks.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

F:D:jme
cc: Home Indemnity Company
American Bank Building
Portland 4, Oregon

S & D Construction Co.
4930 S.E. Reedway
Portland 6, Oregon

C. H. Maison (2)
L. I. Lindas -- Attn. Leo Nuttman
Ivan Merchant

NOTED ON CARD
lc

RECEIVED
NOV 10 1961
FOR FILING
5703

November 9, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A claim letter, dated November 8, with invoices, has been received from Coastal Crane Service, Portland, advising that S & D Construction Company owes them $1,669.10 for rental of Steel Sheet Piling.

This appears to be in reference to S & D Construction Company Contract No. 5703, for the Meacham Railroad Overcrossing on Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

CC: Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Company
4930 S.E. Roadway
Portland 6, Oregon

NOTED ON CARD
ac

M. K. McIver
G. L. Jackson
W. C. Williams
Forrest Cooper

OFFICE: BElmont 2-5113
SHOP: PRospect 4-8821
NIGHTS: Mobile JL4-2052

GOODAT
CRANE SERVICE

1735 S.E. UNION AVENUE
PORTLAND 14, OREGON

CRANE SERVICE ★ EXCAVATING ★ GRADING ★ EQUIPMENT RENTALS

November 8, 1961

Mr. Floyd Query
State Highway Dept.
Salem, Oregon

Dear Sir:

This is to notify you that we have a claim against the S. and D. Construction Co. on their Oregon State Highway Contract # 5703 in the amount of $1,689.10, for rental of Steel Sheet Piling as per attached copies of invoices #5793 and #5823.

Very truly yours,

GOODAT CRANE SERVICE

James G. Robinson

By James G. Robinson

JGR:br

RECEIVED
NOV 9 1961
OREGON
STATE HIGHWAY COMMISSION

CRANE SERVICE
GRADING
EXCAVATING
PILE DRIVING
EQUIPMENT RENTALS
By Hour, Day or Contract

INVOICE

GOODALL
CRANE SERVICE

1735 S.E. UNION AVENUE
PORTLAND 14, OREGON

OFFICE: BEImont 2-5113
SHOP: PRospect 4-8821

COPY
- S & D Construction
- 4930 S.E. Reedway
- Portland, Oregon

STANDARD PRINTING & OFFICE SUPPLY — PORTLAND

INVOICE No.	DATE	P. O. NUMBER	JOB	TERMS
5793	June 6, 1961			Net 10 Days

DATE	EQUIPMENT	HOURS	OVERTIME	EQUIPMENT	HOURS	OVERTIME	RATE	AMOUNT
5-5-61 to 6-4-61 Incl.	Rental of 80,120 Lbs. Steel Sheet Piling 1 Mo.						@ 1½¢ per Lb.	$1,201.80

cc: Home Indemnity Co.
621 S.W. Morrison
Portland, Oregon

CRANE SERVICE
GRADING
EXCAVATING
PILE DRIVING
EQUIPMENT RENTALS
By Hour, Day or Contract

GOODALL
CRANE SERVICE

1735 S.E. UNION AVENUE
PORTLAND 14, OREGON

OFFICE: BElmont 2-5113
SHOP: PRospect 4-8821

COPY
S & D Construction
4930 S.E. Reedway
Portland, Oregon

STANDARD PRINTING & OFFICE SUPPLY — PORTLAND

INVOICE NO.	DATE	P. O. NUMBER	JOB	TERMS
5823	June 28, 1961		Meacham	Net 10 Days

DATE	EQUIPMENT	HOURS	OVERTIME	EQUIPMENT	HOURS	OVERTIME	RATE	AMOUNT
6-5-61 to 6-24-61	Rental of 80,120 Lbs. Steel Sheet Piling (2nd Mo. rate) Returned 6/24/61	2/3 Mo.					@ ½¢ per Lb.	$ 266.80
	Loss through trim not returned	3675 Lbs.					@ .06 per Lb.	220.50
								$ 487.30

cc: Home Indemnity Co.,
621 S.W. Morrison
Portland, Oregon

RECEIVED
NOV 10 1961
FOR FILING

November 9, 1961

Goodat Crane Service
1735 S. E. Union Avenue
Portland 14, Oregon

Attention: Mr. James G. Robinson

Gentlemen:

This will acknowledge your claim letter of November 8 in the amount of $1,689.10 for rental of Steel Sheet Piling furnished to S & D Construction Company on State Highway Contract No. 5703.

Our records indicate this to be the S & D Construction Company Contract for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway, Umatilla County.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing. In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD

RECEIVED
NOV 10 1961
FOR FILING

November 9, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim letter, with invoices, for filing in the amount of $1,689.10 received from Goodat Crane Service, Portland, for rental of Steel Sheet Piling furnished to S & D Construction Company.

This appears to be in connection with State Highway Contract No. 5703, for the Meacham Railroad Overcrossing on Deadman's Pass-Meacham Section of Old Oregon Trail Highway, Umatilla County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD

RECEIVED
NOV 15 1961
FOR FILING

COMMISSIONERS
M. K. MEYER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

5703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 9, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim letter, with invoices, for filing in the amount of $1,689.10 received from Goodat Crane Service, Portland, for rental of Steel Sheet Piling furnished to S & D Construction Company.

This appears to be in connection with State Highway Contract No. 5703, for the Meacham Railroad Overcrossing on Deadman's Pass-Meacham Section of Old Oregon Trail Highway, Umatilla County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMM.

File # 3878
FILED
NOV 13 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
NOV 14 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 13 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
NOV 8 1961
FOR FILING
I-5(W)-(1)27
5703

9

November 7, 1961

Sheriff, Union County
Union County Courthouse
La Grande, Oregon

Re: Eugene S. Becker vs. Jack Sowles, et al

Dear Sir:

Enclosed please find two copies of "Notice of Garnishment" and a "Levy of Execution". Upon advice of our Legal Division, these are being returned to you without a return made by the State Highway Department for the reason that ORS 23.190 states that process of attachment and garnishment proceedings must be made upon the accounting officer in Salem, Oregon, through the Sheriff of Marion County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

jh
cc: Leo Muttman
A. F. Parson

NOTED ON CARD
Le

Salem, Oregon
November 6, 1961

L. I. Lindas
Chief Counsel

Attached are a "Notice of Garnishment" in duplicate and an "Execution", Eugene S. Becker vs. Jack Sowles and Don Dubois, co-partners, dba S & D Construction Company, in the amount of $2,667 plus interest and costs.

The State owes S & D Construction Company money on the following State Highway Contracts: Nos. 5536, 5703, 5754, and 5590. Will you please make the necessary reply and advise us if this takes precedent over previous assignments.

These papers were handed to us this morning by Mr. Ed Pease, of our Construction Division.

Floyd Query, Secretary

Encls.
CWH:jmc

...ED ON CARD

FORM E 30 50M 3 61 84207

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 1, 1961

SUBJECT: Garnishment & execution
Eugene S. Becker
vs
Jack Sowles & Don DuBois
dba S & D Construction Co.

To:

Mr. Tom Edwards
Construction Engineer
Salem

*5536
*5703
*5754
*5590

Subject
There is attached, garnishment in duplicate, and execution. These papers were left in our hands at 10:15 this date by the Sheriff of Union County and are being forwarded to you for such action as might be in order.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:dj
Encl.

REFERRED TO
Peace
Powers

CONSTRUCTION DIVISION
RECEIVED
NOV 6 1961
NOTED-- DE ADE AOE DSE

RECEIVED
NOV 8 1961
FOR FILING

5703

November 6, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

We have received in this office today a "Notice of Garnishment" and an "Execution", Eugene S. Becker, Plaintiff, vs. Jack Bowles and Don DuBois, co-partners, dba S & D Construction Company, Defendant. These papers have been referred to our Chief Counsel for proper handling.

This information is provided as your company appears as surety on contracts 5703, 5590, and 5754.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc - Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S.E. Reedway
Portland, Oregon

NOTED ON CARD

RECEIVED
NOV 3 1961
FOR FILING

5703

November 2, 1961

Burleigh, Carey & Gooding
Attorneys at Law
West-Jacobsen Building
La Grande, Oregon

Attention: Mr. Willard K. Carey

Gentlemen:

This is to acknowledge receipt of your letter of October 31 concerning Tracy G. Bird's claim against S & D Construction Co. on Contract Nos. 5534 and 5703.

Mr. Bird's claim, dated August 16, 1961, was filed in the Secretary of State's Office on August 23, 1961, and was given his File No. 3834. We have conferred with Mr. George C. Stephens of the Secretary of State's Office and he has informed us that Mr. Bird's filing is a blanket claim in the identical amount of $141.96 against each contract.

Yours very truly,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.
Attn: Mr. W. T. Atkins

Home Indemnity Company
American Bank Building
Portland 4, Oregon

S & D Construction Co.
4930 S. E. Roadway
Portland 6, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Attn: Geo. C. Stephens

CWH:fp

RECEIVED
NOV 3 1961
FOR FILING

5703

D Cook

November 2, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Your company has furnished the performance bonds for S & D Construction Company on three contracts, No. 5701 for the Meacham Railroad Overcrossing in Umatilla County, No. 5754 for bridge overflow structures on the Peripheral Road in Lane County, and No. 5390 for the Evans Creek Railroad Overcrossing in Jackson County. Assignments to your company of contract payments have been previously executed.

On October 11 a Notice of Levy by the U.S. Government, Bureau of Internal Revenue, was filed in this office against S & D Construction Company in the amount of $2,726.42. This Levy was referred to our Legal Division for an opinion. We are now advised that the U.S. Levy will take precedent over the assignments on the three contracts mentioned above.

No disposition of funds has been made concerning the U.S. Levy as of this date. At the present time payments on all of the contracts are being held up in this office.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

F'C:jms

cc: Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S.E. Roadway
Portland 6, Oregon

L. I. Lindas
Attn: Leo Nuttman
C. H. Maison (2)

NOTED ON CARDS
dc

5703

October 25, 1961

Burleigh, Carey & Gooding
Attorneys at Law
P. O. Box 694
LaGrande, Oregon

Attention: Mr. Willard K. Carey

Gentlemen:

Your letter of October 23 refers to claims that Mr. Tracy G. Bird has against S & D Construction Company on Contracts 5536 and 5703.

Our records on these two contracts show that on August 11, 1961 we were notified of three claims in the amount of $102.05, $68.23 and $113.64. Claims in these amounts, however, have not been filed with the Secretary of State.

On August 23, 1961 we find that Mr. Bird filed a claim with us and with the Secretary of State in the amount of $141.96 against Contracts 5536 and 5703. The claim for $141.96, as far as we know, has been filed properly to protect the claim under the bonds on these two contracts. However, we do not know if the claim for $141.96 covers parts of the three claims filed on August 11.

If the latter claim does not cover any part of the three earlier claims, they should be filed with the Secretary of State as outlined in the law. If this is done I believe it will remove any doubt as to whether these three claims have been properly filed to secure protection under the bonds.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

S. H. BURLEIGH
WILLARD E. CAREY
R. THOMAS GOODING

BURLEIGH, CAREY & GOODING

ATTORNEYS AT LAW
WEST-JACOBSON BUILDING
LA GRANDE, OREGON

PHONE [illegible]
P. O. BOX [illegible]
CODES [illegible]

October 23, 1961

Mr. Floyd Query
Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon

In re: Tracy G. Bird
701 Division Street
LaGrande, Oregon
Claim Against:
S & D Construction Co.

Dear Mr. Query:

Mr. Tracy Bird has asked me to respond to your letter of August 11th, 1961 and your subsequent letter under date of August 22nd, 1961; before responding to your letters I checked with Fords Tire Service, McDonald Electric and Gateway Auto all of which are local businesses here in LaGrande, which furnished services for Mr. Tracy Bird upon hisjeep pickup which was furnished for the benefit and use of S & D Construction Company in the construction of two bridges numbered 5536 and 5703.

Apparently, each of the three creditors still are unpaid and have statements against Bird in the sum of $68.23 for McDonald Electric, $73.90 for Fords Tire Service and $103.05 for Gateway Auto. Mr. Bird also claims to have expended approximately $45 in telephone expenses on behalf of the S & D Construction Co. I wish to make sure that Mr. Bird has properly qualified with the laws of the State of Oregon and more particularly with ORS 279.526 et seq., in filing a proper claim so that in the event payment is not made by the 30th of this month, that we will be in a position to properly bring an action on the Contractor's Bond under and by virtue of ORS 279.536.

Would truly appreciate it if you would be kind enough to advise me at your earliest convenience if Mr. Bird has complied properly with the laws relating to public contracts so that we can take the apprppriate action if he has not on his behalf.

May I thank you in advance for your early attention to this request and for your courteous cooperation in the past.

Very truly yours,

WILLARD K. CARBY

WKC/dh
CC- Secretary of State
Salem, Oregon
- S & D Construction Co.
4930 S.E. Reedway
Portland, Oregon

RECEIVED
OCT 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 23 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUIST, [illegible]
SALEM

I.H.L. (..) 27
5703

Dorothy
Please note on card then to Files
C+H.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 18, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $1,449.85 received from Basche-Sage Hardware Company, Baker, against S & D Construction Co. for the building of bridges at Meacham.

Our records indicate this to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond on this contract.

Please acknowledge receipt of the claim letter on the enclosed copy of this letter.

Yours very truly,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

RECEIVED
OCT 20 1961
OREGON
STATE HIGHWAY COMMISSION

File # 3845

FILED
OCT 19 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 19 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

October 18, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $1,449.85 received from Basche-Sage Hardware Company, Baker, against S & D Construction Co. for the building of bridges at Meacham.

Our records indicate this to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond on this contract.

Please acknowledge receipt of the claim letter on the enclosed copy of this letter.

Yours very truly,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

RECEIVED
OCT 20 1961
FOR FILING

I 5703-C(101) : 7

5703

October 18, 1961

Basche-Sage Hardware Company
P. O. Box 151
Baker, Oregon

Attention: Mr. R. J. Sheehy
Credit Manager

Gentlemen:

This is to acknowledge receipt of your claim letter of October 16 informing us that the claim which you filed in the amount of $163.54 in connection with the Keystone Construction Company Contract Nos. 5604 and 5769 is due from Mr. Stan Reffett, a subcontractor under McWaters Construction Co., who in turn was a subcontractor under Keystone Construction Company. This information will be noted in our records.

You state that S & D Construction Co. owe you $1,449.85 in connection with the Meacham Railroad Overcrossing Project. Our records indicate this to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the interim, we will advise the surety and the contractor that it has been received.

Yours very truly,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

October 18, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A claim letter, dated October 16, 1961, has been received from Basche-Sage Hardware Company, Baker, informing us that S & D Construction Co. owes them $1,449.85. This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

NOTED ON CARD

S & D Construction Co.
4930 S. E. Reedway
Portland 6, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

AUTOMOTIVE • FARM • HOUSEWARE • PLUMBING • SPORTING G[illegible] • HEAVY & SHEET HARDWARE

BASCHE-SAGE Hardware Company

[illegible] POST OFFICE BOX [illegible] . PHONE [illegible] . BAKER, OREGON

October 16, 1961

State of Oregon
State Highway Department
Salem, Oregon

Attention: Floyd Query

FILED
FD QUERY

Gentlemen:

In reply to your letter of August 23, there possibly was a misunderstanding on the $163.54. The $163.54 is due us by Mr. Stan Reffett. Mr. Reffett was subcontracting under McWaters Construction who in turn was subcontractor under Keystone. The amount in question is charged to Mr. Stan Reffett.

#5703

We also have an account with the S & D Construction Company 4930 S.E. Reedway Portland, Oregon who is building bridges at Meechum, Oregon on the Interstate Project. At this time we would like to file a claim against their bonding Company through your office for $1,449.85 which is due on their account.

Very truly yours,

BASCHE SAGE HARDWARE CO.

R. J. Sheehy

R. J. Sheehy

Credit Manager

/em

RECEIVED
OCT 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 5 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 2, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim letter, dated September 26, 1961, received from Shockman Bros., Hermiston, in the amount of $391 for equipment rental less $15 for a tire furnished to S & D Construction Company on the Meacham Overpass.

This appears to be in connection with S & D Construction Company's Contract No. 5703, for the Meacham Railroad Overcrossing on Deadman's Pass-Meacham Section of the Old Oregon Trail Highway, Umatilla County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

NOTED ON CARD

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMM.

File #3866

FILED
OCT 4 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 4 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

October 2, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: Mr. George Stephens

Gentlemen:

Attached is a claim letter, dated September 26, 1961, received from Shockman Bros., Hermiston, in the amount of $391 for equipment rental less $15 for a tire furnished to S & D Construction Company on the Meacham Overpass.

This appears to be in connection with S & D Construction Company's Contract No. 5703, for the Meacham Railroad Overcrossing on Deadman's Pass-Meacham Section of the Old Oregon Trail Highway, Umatilla County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD

RECEIVED
OCT 3 1961
FOR FILING

October 2, 1961

Shockman Bros.
General Contractors
P. O. Box 961
Hermiston, Oregon

Gentlemen:

This will acknowledge your claim letter of September 26 stating that S & D Construction Company owes you $391 for equipment rental less $15 for a tire on the Meacham Overpass Project.

This appears to be in connection with S & D Construction Company Contract No. 5703, for the Meacham Railroad Overcrossing on Deadman's Pass-Meacham Section of Old Oregon Trail Highway, Umatilla County.

The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond which is given to assure completion of the project and payment of all bills incurred in it. The State does not make payment of claims but looks to the surety and the prime contractor for such payment.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the meantime, this information will be noted in our records, and we will advise the surety and the contractor that it has been received.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

October 2, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A claim letter, dated September 26, 1961, has been received from Stechman Bros., Hermiston, advising that S & D Construction Company owes them $391 for equipment rental less $15 for a tire on the Meacham Overpass Project.

This appears to be in connection with State Highway Contract No. 5794, awarded to S & D Construction Company, for the Meacham Railroad Overcrossing on Deadman's Pass-Meacham Section of the Old Oregon Trail Highway, Umatilla County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy for your records.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc
cc: Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S. E. Roadway
Portland 6, Oregon

M. K. McIver
G. L. Jackson
W. C. Williams
Forrest Cooper

NOTED ON CARD

SHOCKMAN BROS.

GENERAL CONTRACTORS

P.O. BOX 961

HERMISTON, OREGON

September 26, 1961

Sec. of State Highway Comm.
C/O Floyd Querry
Salem, Oregon #5703

Re: Meachem Overpass S. & D. Const. Co.

Dear Sir,

On the 13th. of June the Supt. for the S. & D. Const. Co. rented a compressor from us at an agreed price of $23.50 per day, which they used for 17 days not including Saturday and Sunday. This amounts to $391.00 less $15.00 for a tire which they put on the compressor. The compressor was returned on the 6th. of July.

We understand that S. & D. are not in business now and Mr. Smitten of the Pendleton office told us to notify you and you in return would notify the Bonding Co. of this Bill.

Very truly yours,

Shockman Brothers
By, Leon Shockman

RECEIVED
SEP 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 23 1961
FOR FILING

5703

August 22, 1961

COPY

Hon. Howell Appling, Jr.
Secretary of State
Capitol Building
Salem, Oregon

Attention: George C. Stephens

Dear Mr. Stephens:

Attached is a claim for filing in the amount of $141.96 received from Tracy C. Bird for a jeep pickup furnished in benefit to the S. & D. Construction Co.

This appears to be in connection with the S. & D. Construction Co. contracts as follows:

5536, Grande Ronde River Bridge, Glover-Perry Section, Old Oregon Trail Highway, Union County. Surety - United Pacific Insurance Co. through Seth Leavens Agency, 500 Jackson Tower, Portland.

5703, Meacham Railroad OverCrossing, Deadman's Pass-Meacham Section, Old Oregon Trail Highway, Umatilla County. Surety - Home Indemnity Co. through Seth Leavens Agency, 500 Jackson Tower, Portland.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc
CWH:mg

RECEIVED
AUG 23 1961
FOR FILING

I-5W1-6(11)117
5703

August 22, 1961

COPY

Mr. Tracy G. Bird
701 Division Street
LaGrande, Oregon

Dear Mr. Bird:

This will acknowledge receipt of your claim in the amount of $141.96 for a jeep pickup furnished in benefit to the S & D Construction Co. contracts:

5536, Grande Ronde River Bridge, Glover-Perry Section, Old Oregon Trail Highway, Union County.

5703, Meacham Railroad Overcrossing, Deadman's Pass-Meacham Section, Old Oregon Trail Highway, Umatilla County.

So that there be no misinterpretation of the law we are forwarding your claim to the Secretary of State for filing.

In the meantime this information will be noted in our records, and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:mg

RECEIVED
AUG 23 1961
FOR FILING

5703

August 22, 1961

United Pacific Insurance Company and Home Indemnity Company
P. O. Box 1216 American Bank Building
Tacoma, Washington Portland 4, Oregon

Gentlemen:

A claim has been received from Tracy G. Bird, 701 Division Street, LaGrande, Oregon, advising that S & D Construction Co. owes him for the use of a jeep pickup in the amount of $141.96.

This appears to be in connection with the two S & D Construction Co. contracts as follows:

5536, Grande Ronde River Bridge, Glover-Ferry Section, Old Oregon Trail Highway, Union County.

5703, Meacham Railroad Overcrossing, Deadman's Pass-Meacham Section, Old Oregon Trail Highway, Umatilla County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

This information is provided as your company appears as surety on the performance bond furnished with these two contracts.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:mg

NOTED ON CARD

cc: Seth Leavens Agency
S & D Construction Company
Commissioners
W. C. Williams
Forrest Cooper

RECEIVED
AUG 14 1961
FOR FILING

August 11, 1961

United Pacific Insurance Company and Home Indemnity Company
P. O. Box 1216 American Bank Building
Tacoma, Wn. Portland 4, Oregon

Attention: Mr. W. T. Atkins

Gentlemen:

A letter dated August 8, 1961, with statements attached, has been received from Mr. Tracy G. Bird, 701 Division, La Grande, advising that S & D Construction Co. owe him in the amounts of $102.05, $68.23, and $113.64.

From the description in Mr. Bird's letter, this appears to be in connection with two State Highway Contracts with S & D Construction Co:, as follows:

Contract No. 5536 - Grande Ronde River Bridge on the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

Contract No. 5703 - Meacham Railroad Overcrossing of the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your companies appear as sureties on the performance bonds furnished with these contracts.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

NOTED ON CARD

S & D Construction Co.
4930 S. E. Reedway
Portland 6, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

RECEIVED
AUG 14 1961
FOR FILING

D Cook

5703

August 11, 1961

Mr. Tracy G. Bird
701 Division
La Grande, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of August 8 and attached statements in the amounts of $102.05, $68.23, and $113.64, which you state that S & D Construction Co. owe you in connection with the performance of State Highway Contracts 5536 and 5703. From the descriptions in your letter, this appears to be in regard to the following contracts:

Contract No. 5536, Grande Ronde River Bridge on the Glover-Perry Section of the Old Oregon Trail Highway in Union County. This project was completed July 3 and accepted by the Highway Commission July 28, 1961. The surety is the United Pacific Insurance Company, through Seth Leavens Agency, 500 Jackson Tower, Portland.

Contract No. 5703, Meacham Railroad Overcrossing of the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County. This project was approximately 33 percent complete as of August 1. The surety is the Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland.

These sureties furnished the performance bonds on these contracts, which were given to assure completion of the contracts and payment of all bills incurred in them. The State does not make payment of claims but looks to the surety and the prime contractor for such payment.

If you wish to protect your claims under the bonds, they should be filed with the Secretary of State within six months after the contracts have been accepted by the Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

In the meantime, this information will be noted in our records and we will advise the sureties and the contractor that it has been received.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

RECEIVED
AUG 9 1961
FOR FILING

5703

August 8, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

We have received notification from the Secretary of State, dated August 7, 1961, that the claim of Bechtel Bros. General Contractors, La Grande, in the amount of $1,469.89 agains S & D Construction Company on our Contract No. 5703, has now been filed in his office, his File No. 3843.

A description of the claim was outlined in our letter to you of August 4.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
AUG 7 1961
FOR FILING

5703

August 4, 1961

Bechtel Bros. General Contractors
P. O. Box 792
LaGrande, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of August 2, 1961 and attached claim in the amount of $1,469.89, for labor, equipment rental and materials furnished to S & D Construction Company at Meacham. This appears to be in reference to the S & D Construction Company Contract No. 5703, Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and the surety for such payment.

So that there may be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing. In the interim this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:rj

NOTED ON CARD

August 4, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $1,469.89 received from Bechtel Bros. General Contractors, LaGrande, for labor, equipment rental and materials furnished to S & D Construction Company.

This appears to be in connection with the S & D Construction Company Contract 5703, Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

CWH:rj

NOTED ON CARD
dc

FORM 82129-X 5000 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
August 4, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $1,469.89 received from Bechtel Bros. General Contractors, LaGrande, for labor, equipment rental and materials furnished to S & D Construction Company.

This appears to be in connection with the S & D Construction Company Contract 5703, Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

File # 3843

FILED
AUG 7 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
AUG - 8 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 7 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

August 4, 1941

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A claim letter, dated August 2, 1941, has been received from Boehtel Bros. General Contractors, Lafrenie, advising that A & D Construction Company owes them for labor, equipment rental and materials in the amount of $1,469.89. This appears to be in connection with our Contract No. 570, Meacham Railroad Overcrossing on the Dennison's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

CH:rj

cc: Seth Leavens Agency, 300 Jackson Tower, Portland
A & D Construction Co., 4930 S. E. Roadway, Portland 6
R. K. McIver
Glenn L. Jackson
H. C. Williams
Forrest Cooper

NOTED ON CARD

Bechtel Bros. General Contractors

COMMERCIAL AND INDUSTRIAL BUILDING AND EXCAVATING

P. O. Box 792 Two Phones —WO 3-4115 WO 3-4116

LA GRANDE, OREGON

August 2, 1961

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Re: S & D Construction Company
State Highway Contract #5703
Deadmans Pass - Meacham Bridge

Gentlemen:

Notice hereby is given that the undersigned, Bechtel Bros. General Contractors, has a claim for labor, equipment rental and materials in the sum of $1,46[illegible].89 against the bond taken from S & D Construction Company and the Home Indemnity Company for State Highway Contract #5703, Deadmans Pass - Meacham Section, Old Oregon Trail Highway. An itemized statement is enclosed for this claim.

Sincerely yours,

BECHTEL BROS.

Keith Hibbert

Keith Hibbert, Bookkeeper

KH:b
Encl.

RECEIVED
AUG - 3 1961

Statement from

BECHTEL BROS. General Contractors

ROY BECHTEL — CLARENCE BECHTEL

COMMERCIAL AND RESIDENTIAL CONSTRUCTION

P. O. Box 792
LA GRANDE, OREGON

November 17, 1960

S&D Construction Co.
4930 S. E. Roadway St.
Portland, Oregon

One only 5 gal. can of Plastic Mastic Compound for bridge work.	$ 15.00
Previous Balance	1,454.89
Total Due	$1,469.89

Statement from

BECHTEL BROS. General Contractors

ROY BECHTEL — CLARENCE BECHTEL

COMMERCIAL AND RESIDENTIAL CONSTRUCTION

P. O. Box 792
LA GRANDE, OREGON

October 17, 1960

S & D Construction Co.
4930 S. E. Reedway St.
Portland, Oregon

Work done for your company at Meacham, Oregon on your bridge job.

Labor:	
Extra labor changing backhoe to crane and back to backhoe.	
12 hrs. @ $4.00 hr.	48.00
Overtime labor on Shovel operator - 4 hrs. @ $1.91 hr.	7.64
Equipment Rental:	
81½ hrs. Shovel @ $15.50 hr.	1,263.25
4½ hrs. Truck @ $7.00 hr.	31.50
1 hr. Crane @ $14.50 hr.	14.50
6 hrs. Truck & Trailer for moving equipment @ $15.00	90.00
	$1,454.89

DATE OF OPENING BIDS July 27, 1961
NO. OF BIDS RECEIVED 3

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

SECTION Deadmans Pass-Meacham
HIGHWAY Old Oregon Trail
COUNTY Union and Umatilla
TYPE OF WORK Signing
Job No. 8967

NO.	ITEM	QUANTITY	UNIT	Highway Steel Contracting Co. Portland UNIT BID	Highway Steel Contracting Co. Portland AMOUNT	Electrical Products Corp. of Oregon Portland UNIT BID	Traffi Safety Suppl Portl UNI
1	REMOVE EXISTING SIGN INSTALLATIONS	1.0	LUMP SUM	200.00	200.00	135.00	20
2	FURNISH 8 INCH BP36 STEEL PILING	400.0	LIN FT	5.89	2356.00	5.30	
3	DRIVE STEEL PILES	30.0	ONLY	40.00	1200.00	88.60	8
4	METAL SIGN POST	1.0	LUMP SUM	1227.00	1227.00	1130.00	127
5	METAL SIGN SUPPORTS	1.0	LUMP SUM	3720.00	3720.00	7800.00	702
6	WOOD SIGN POST	1.0	LUMP SUM	1720.00	1720.00	3385.00	413
7	TYPE A SIGNS IN PLACE	2210.0	SQ FT	7.35	16243.50	5.62	
8	TYPE B SIGNS IN PLACE	112.0	SQ FT	7.35	823.20	5.60	
9	TYPE C AND D SIGNS IN PLACE	942.0	SQ FT	4.02	3786.84	3.80	
10	TYPE E F AND G SIGNS IN PLACE	275.0	SQ FT	4.88	1342.00	3.50	
11	TYPE J SIGNS IN PLACE	88.0	SQ FT	6.27	551.76	5.85	
99	TOTAL TOTAL				33170.30	35332.30	37

LOW BID

OREGON STATE HIGHWAY DEPARTMENT

F.A.P. NO. I-80N-6(21)227
SHEET NO. 1 OF 1 SHEETS PAGE 11

ITEMIZED BIDS RECEIVED

	Highway Steel Contracting Co. Portland		Electrical Products Corp. of Oregon Portland	Traffic Safety Supply Co. Portland			
UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
LUMP SUM	200.00	200.00	135.00	200.00			
LIN FT	5.89	2356.00	5.30	4.85			
ONLY	40.00	1200.00	88.60	82.40			
LUMP SUM	1227.00	1227.00	1130.00	1277.00			
LUMP SUM	3720.00	3720.00	7800.00	7027.00			
LUMP SUM	1720.00	1720.00	3385.00	4134.00			
SQ FT	7.35	16243.50	5.62	6.82			
SQ FT	7.35	823.20	5.60	7.33			
SQ FT	4.02	3786.84	3.80	3.16			
SQ FT	4.88	1342.00	3.50	3.08			
SQ FT	6.27	551.76	5.85	5.37			
		33170.30	35332.30	37239.44			

LOW BID

RECEIVED
JUN 8 1961
FOR FILING

I-80N-4(14)227

5703

S & B CONSTRUCTION COMPANY
4930 SE Reedway
Portland 6, Oregon

#5536 for construction of the Grande Ronde River Bridge on the Glover-Perry Section of the Old Oregon Trail in Union County.
Bond: $422,095.00
Surety: United Pacific Insurance Company
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon
Awarded: September 24, 1959

#5590 for RR Overcrossing on the Evans Creek Section of Pacific Highway in Jackson County.
Bond: $496.402.40
Surety: Home Indemnity Company
Seth Leavens Ins. Agency
500 Jackson Tower
Portland, Oregon
Awarded: January 28, 1960

#5703 for the Meacham RR Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail in Umatilla County.
Bond: $289,852.00
Surety: Home Indemnity Company
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon
Awarded: May 10, 1960

#5754 for Bridge-overflow structures on the Willamette River Bridge of the Peripheral Road (FAS 860) in Lane County.
Bond: $424,000.00
Surety: Home Indemnity Company
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon
Awarded: July 14, 1960

NOTED
FLOYD QUERY

RECEIVED
JUN 1 1961
FOR FILING

I-80N-6(14)-27
3703

NOTED ON CARD
dc

May 29, 1961

Mr. E. C. Mower
Park & Shenk
Attorneys at Law
435 Russ Building
San Francisco 4, California

Dear Sir:

Attached are copies of an assignment by S & D Construction Co. to Home Indemnity Co. on State Highway Contract No. 5594; also assignments from S & D Construction Co. to the First National Bank of Oregon, 6th & Morrison Branch, Portland, on State Highway Contracts 5703 and 5754. These assignments have been checked by our Chief Counsel and are acceptable as presented.

As outlined in the assignments, all monies due or to become due on S & D Construction Company contracts are to be paid as follows:

Contract No. 5590 - Assigned to the Home Indemnity Co.
American Bank Building
Portland 4, Oregon

Contract No. 5703 - Assigned to the First National Bank of Oregon
6th & Morrison Branch, Portland, Oregon.
For deposit in "S & D Construction Company - Meacham Job Trust Account".

Contract No. 5754 - Assigned to the First National Bank of Oregon
6th & Morrison Branch, Portland, Oregon.
For deposit in "S & D Construction Company - Willamette Job Trust Account".

We are asking Mr. C. H. Nelson, our Auditor, to forward future payments on these contracts as outlined above.

Attached to Contract #5590. The joint control agreement concerning the handling of funds for the three assignments has been declared acceptable by our Chief Counsel.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. H. Head, Asst. Secretary

Enc.

Copy of assignment filed with Contract & Bond

CC:
Home Indemnity Co.
American Bank Building
Portland 4, Oregon

Seth Leavens Insurance
500 Jackson Tower
Portland, Oregon

First National Bank of Oregon
6th & Morrison Branch
Portland, Oregon

S & D Construction Co.
4930 S. E. Roadway
Portland, Oregon

Mr. C. H. Malsom

- Please handle as described above.

Copy of [illegible] to Malsom

CWH:fp

RECEIVED
MAY 12 1961
FOR FILING

I-802-6(14)327

5703

May 11, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $14,697.00 which was filed with the Secretary of State on May 8, 1961, by Portland Wire & Iron Works, for fabricated steel and miscellaneous supplies furnished to S & D Construction Co. for bridge construction.

This claim does not give the contract or contracts for which these materials were furnished. Our records indicate that your firm appears as surety on the following S&D Construction Co. contracts:

Contract No. 5590 - For railroad overcrossing on the Evans Creek Section of the Pacific Highway in Jackson County.

Contract No. 5703 - Meacham railroad overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

Contract No. 5724 - Bridge-overflow structures on the Willamette River Bridge Section of the Peripheral Road (FAS 860) in Lane County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper

CC:
Seth Leavens Agency
300 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S. E. Roadway
Portland 6, Oregon

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX PD 440 • BELMONT 4-8781

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

May 5, 1961

State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Portland Wire and Iron Works, Portland, Oregon, has a claim for fabricated steel and miscellaneous supplies in the sum of $14,697.00 against the bond taken from S & D Construction Company, Portland, Oregon; bonded by Home Insurance Company and for the work of bridge construction.

C. A. Lomax
Sec.-Treas.

CAL/rs

File # 3817

FILED
MAY 8 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY - 8 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 9 1961
FOR FILING

I-86 n-6 (14) 2 & 7
5-7 C 3

May 8, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A letter, dated April 28, 1961, has been received from Helm & Neely, Lawyers, on behalf of Eugene S. Becker, La Grande, advising that S & D Construction Co. owe him $3,300.00 for hauling of aggregate. This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham railroad overcrossing of the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 N. E. Roadway
Portland 6, Oregon

NOTED ON CARD
dc

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
MAY 9 1961
FOR FILING

I-80N-6(11)27
5703

May 8, 1961

King, Miller, Anderson, Nash & Yerke
Attorneys at Law
American Bank Building
Portland 5, Oregon

Attention: Mr. Fredric A. Yerke, Jr.

Gentlemen:

This is to acknowledge receipt of your letter of May 3 and attached Notice of Claim of your client, Empire Building Material Co., in the amount of $80,400 for pre-stressed concrete beams furnished to S & D Construction Co.

This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham railroad overcrossing of the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We have received a letter, dated May 4, 1961, from the Secretary of State informing us that your client's claim was filed in his office, his file No. 3815.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND 5, OREGON

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR
NORMAN J. WIENER
ORVAL O HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N CARLSEN, JR.
HELEN F. ALTHAUS
OMAR W. HALVORSON
THOMAS E. WITHYCOMBE
DONALD R. HOLMAN
RICHARD C. HELGESON
KENNETH W. HERGENHAN
JEAN P. LOWMAN
KENNETH LEWIS

May 3, 1961

Mr. Floyd Query
Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir: #5703

Pursuant to the provisions of ORS 279.528, we present for filing on behalf of Empire Building Material Co. its claim against the bond described in said notice.

Very truly yours,

KING, MILLER, ANDERSON, NASH & YERKE

By Fredric A. Yerke, Jr.

Mr. Query please handle
76

RECEIVED
MAY 4 1961
OREGON
STATE HIGHWAY COMMISSION

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND 5, OREGON

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR
NORMAN J. WIENER
ORVAL O HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N CARLSEN, JR.
HELEN F. ALTHAUS
OMAR W. HALVORSON
THOMAS E. WITHYCOMBE
DONALD R. HOLMAN
RICHARD C. HELGESON
KENNETH W. HERGENHAN
JEAN P. LOWMAN
KENNETH LEWIS

May 3, 1961

Mr. Floyd Query
Secretary
Oregon State Highway Department
Salem, Oregon

#5703

Dear Sir:

Pursuant to the provisions of ORS 279.528, we present for filing on behalf of Empire Building Material Co. its claim against the bond described in said notice.

Very truly yours,

KING, MILLER, ANDERSON, NASH & YERKE

By Fredric A. Yerke, Jr.

Please handle
FC

RECEIVED
MAY 4 1961
OREGON
STATE HIGHWAY COMMISSION

NOTICE

To Secretary of State
State of Oregon

Pursuant to the provisions of ORS 279.526 and 279.528, notice hereby is given that the undersigned, Empire Building Material Co., an Oregon corporation, has a claim for 8 50-foot prestressed concrete beams and 40 75-foot prestressed concrete beams furnished by Empire Building Material Co. in the sum of $80,400 against the bond taken from Jack R. Sowles and Donald A. DuBois, copartners doing business under the firm name and style of S & D Construction Company at 4930 S. E. Reedway, Portland, Oregon, as principals, and The Home Indemnity Company of New York, as surety, for the work of constructing the Meacham overcrossing of U.P.R.R. Bridge No. 8498, Deadman's Pass - Meacham Section on the Old Oregon Trail Highway in Umatilla County, Oregon.

EMPIRE BUILDING MATERIAL CO.

By _____
President

File # 3815

FILED
MAY 4 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 4 - 1961
H[illegible] APPLING, [illegible]
SECRETARY O[illegible]AT[illegible]

RECEIVED
MAY 9 1961
FOR FILING

I-80N-6(14)227

5703

May 8, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $80,400 which was filed with the Secretary of State on May 4, 1961, by King, Miller, Anderson, Nash & Yerke, Attorneys, on behalf of Empire Building Material Co. for prestressed concrete beams furnished to S & D Construction Co.

This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham railroad overcrossing of the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S. E. Reedway
Portland 6, Oregon

NOTED ON CARD
dc

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

May 4, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Fredric A. Yerke, Jr., c/o King, Miller, Anderson, Nash & Yerke, Attorneys and Counselors at Law, American Bank Building, Portland 5, Oregon and filed as of this date, a notice of claim by Empire Building Material Co., for 8 50-foot prestressed concrete beams and 40 75-foot prestressed concrete beams furnished in the sum of $80,400 against the bond taken from Jack R. Sowles and Donald A. DuBois, copartners doing business under the firm name and style of S &D Construction Company, 4930 S. E. Reedway, Portland, Oregon, principals and the Home Indemnity Company of New York, surety for the work of constructing the Meacham overcrossing of U.P.R.R. Bridge No. 8498, Deedman's Pass--Meacham Section on the Old Oregon Trail Highway in Umatilla County, Oregon. #5703

We are enclosing three copies of the cliam for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
MAY 5 1961
OREGON
STATE HIGHWAY COMMISSION

NOTICE

To Mr. Floyd Query
Secretary
Oregon State Highway Department

Pursuant to the provisions of ORS 279.526 and 279.528, notice hereby is given that the undersigned, Empire Building Material Co., an Oregon corporation, has a claim for 8 50-foot prestressed concrete beams and 40 75-foot prestressed concrete beams furnished by Empire Building Material Co. in the sum of $80,400 against the bond taken from Jack R. Sowles and Donald A. DuBois, copartners doing business under the firm name and style of S & D Construction Company at 4930 S. E. Reedway, Portland, Oregon, as principals, and The Home Indemnity Company of New York, as surety, for the work of constructing the Meacham overcrossing of U.P.R.R. Bridge No. 8498, Deadman's Pass - Meacham Section on the Old Oregon Trail Highway in Umatilla County, Oregon. #5703

EMPIRE BUILDING MATERIAL CO.

By Frank Spangler
President

RECEIVED
MAY 9 1961
FOR FILING

I-80N-6(14)227

5-103

May 8, 1961

Helm & Neely, Lawyers
West-Jacobson Building
La Grande, Oregon

Attention: Mr. C. Richard Neely

Gentlemen:

This is to acknowledge receipt of your letter of April 28 on behalf of your client, Eugene S. Becker, stating that S & D Construction Co. owe him $5,800 relative to the hauling of aggregate to the Meacham & Perry job sites. From the description in your letter this appears to be in connection with the following State Highway Contracts:

Contract No. 5703 - Meacham Railroad overcrossing of the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County. The surety on this contract is the Home Indemnity Company through Seth Leavens Agency, 500 Jackson Tower, Portland.

Contract No. 5536 - Grande Ronde River Bridge on the Glover-Perry Section of the Old Oregon Trail Highway in Union County. The surety is the United Pacific Insurance Company, through Seth Leavens Agency, 500 Jackson Tower, Portland.

The sureties on these jobs furnished the performance bonds which, as you know, were given to assure completion of the contracts and payment of all bills incurred in them.

Contract payments are not withheld by the State unless requested by the surety or by our own department.

If your client wishes to protect each claim against the bond it should be filed with the Secretary of State within six months after the contracts have been accepted by the Highway Commission. You are no doubt familiar with the filing procedure but for your ready reference we are attaching excerpts from the Oregon Laws outlining this procedure. In the meantime this information will be noted in our records and we will advise the sureties and the contractor that it has been received.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

HELM & NEELY
LAWYERS
WEST-JACOBSON BUILDING
LA GRANDE, OREGON
PHONE WO 3-3104

CARL G. HELM (1881-1948)
CARL G. HELM, JR.
C. RICHARD NEELY

April 28, 1961

Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We represent Mr. Eugene S. Becker, a hauling contractor in La Grande, Oregon. Mr. Becker entered into a contract with S & D Construction Company on August 24, 1960, relative to the hauling of aggregate to the Meacham and Perry job sites.

#5703
$3,300 ✓

S & D Construction Company commenced performance of the contract but after delivery of 200 cubic yards of aggregate refused to accept any further deliveries. For the breach of the contract Mr. Becker is claiming compensation in the amount of $5,830. Mr. Becker was to receive $3.30 per cubic yard for loading, delivering and stockpiling at Meacham of 1,200 cubic yards of aggregate of which 200 has been delivered and paid for. He was also to receive $1.25 per cubic yard for 2,000 cubic yards of aggregate at the Perry job site of which none was delivered. Therefore we feel he is entitled under the contract to $5,830.

#5536
$2,500 ✓

$5,800 ✓

We are writing you for the reason that we have been advised that S& D Construction Company's contract on Highway 30 between Pendleton and La Grande has been taken over by their bonding company and it was suggested that we write to you concerning the matter.

If you can be of any assistance in advising us as to how and against whom we can perfect this claim, we would appreciate this very much.

Very truly yours,

C. Richard Neely

CRN/da

Acc, please reply.
76

RECEIVED
APR 27 1961
FOR FILING

I-8on-6(14)227

5703

Salem, Oregon
April 27, 1961

Mr. L. I. Lindas
Chief Counsel
Office

Attached are copies of an Assignment by S & Construction Co. to Home Indemnity Co. on Contract No. 5590.

Also attached are Assignments from S & D Co struction Co. to the Sixth & Morrison Branch of the First National Bank of Oregon on Contracts 5703 and 5754. The assignment of funds due or to become due in connection with these two latter contracts is to be placed in a trust account.

Also attached is a copy of a Joint Control Agreement concerning the handling of funds for the three assignments. The Joint Control Agreement has been signed by the S & D Construction Co. and by the Home Indemnity Co.

The Assignments and the Joint Control Agreement were left in this office this morning by E. C. Mower, Park & Shenk, Attorneys at Law, 435 Russ Building, San Francisco 4.

Will you please let me know if the attached papers can be honored in the form in which they are presented?

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
FQ:fp

Copies of the assignments are on my desk
16

RECEIVED
JUN 6 1961

FOR FILING
I-5 N-(4)227
5703

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1961

RECEIVED
APR 28 1961
LEGAL DEPT.

SUBJECT:

To: Mr. L. I. Lindas
Chief Counsel
Office

REFERRED 5-29-61
TO Herb Berger
Opinion
LEONARD I. LINDAS

Attached are copies of an Assignment by S & D Construction Co. to Home Indemnity Co. on Contract No. 5590.

Also attached are Assignments from S & D Construction Co. to the Sixth & Morrison Branch of the First National Bank of Oregon on Contracts 5703 and 5754. The assignment of funds due or to become due in connection with these two latter contracts is to be placed in a trust account.

Also attached is a copy of a Joint Control Agreement concerning the handling of funds for the three assignments. The Joint Control Agreement has been signed by the S & D Construction Co. and by the Home Indemnity Co.

The Assignments and the Joint Control Agreement were left in this office this morning by E. C. Mower, Park & Shenk, Attorneys at Law, 435 Russ Building, San Francisco 4.

Will you please let me know if the attached papers can be honored in the form in which they are presented?

R-132
Assigned
Fund

OREGON STATE HIGHWAY COMMISSION

Floyd Quiery
Secretary

Enc.

Said Assignments and Joint Control Agreement are acceptable to the department as presented to Herb Berger Sixth & Mor.

Returned from Legal - 5/29/61
NOTED 10:20 a.m.
C. W. HEAD

RECEIVED
APR 28 1961
FOR FILING

I-SON-6(14)227

5703

April 27, 1961

King, Miller, Anderson, Nash & Yerke
Attorneys and Counselors at Law
American Bank Building
Portland 5, Oregon

Attention: F. A. Yerke, Jr.

Dear Mr. Yerke:

In accordance with your request of April 25 we are attaching a certified copy of the contract and bond covering the S & D Construction Company, Contract No. 5703, Meacham Railroad Overcrossing, Deadman's Pass-Meacham Section, on the Old Oregon Trail Highway in Umatilla County.

Our Bridge Division informs us that this project was approximately 60 percent complete as of April 1, 1961.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query,
Secretary

Encl.
CWH:mb

NOTED ON CARD

RALPH H. KING
ROBERT S. MILLER
GRANT T. ANDERSON
FRANK E. NASH
FREDRIC A. YERKE, JR.
NORMAN J. WIENER
ORVAL O. HAGER
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
CLIFFORD N. CARLSEN, JR.
HELEN F. ALTHAUS
OMAR W. HALVORSON
THOMAS E. WITHYCOMBE
DONALD R. HOLMAN
RICHARD C. HELGESON
KENNETH W. HERGENHAN
JEAN P. LOWMAN
KENNETH LEWIS

KING, MILLER, ANDERSON, NASH & YERKE
ATTORNEYS AND COUNSELORS AT LAW
AMERICAN BANK BUILDING
PORTLAND 5, OREGON

April 25, 1961

Mr. Floyd Query
Secretary
State Highway Department
State of Oregon
Salem, Oregon

NOTED
FLOYD QUERY

Subject: State Highway Contract No. 5703
with S & D Construction Co.

Dear Mr. Query:

On behalf of Empire Building Material Co., we make application to you for certified copies of the subject contract and bond pursuant to the provisions of ORS 279.512 and 279.515, and in connection therewith enclose an original affidavit executed on behalf of Empire Building Material Co., the applicant. We shall appreciate it if you will forward the copies requested to this office.

Will you also kindly advise us whether or not the work covered by the contract has received acceptance by the affirmative action of the State Highway Department and, if so, the date of such action. If such action has not yet been taken, we shall appreciate being advised as to the present status of such work.

Very truly yours,

KING, MILLER, ANDERSON, NASH & YERKE

By Fredric A. Yerke, Jr.

RECEIVED
APR 26 1961
OREGON
STATE HIGHWAY COMMISSION

Ok, please reply
60%
Approx 21% complete
as April 1st Bill Garrett

AFFIDAVIT ON BEHALF OF
EMPIRE BUILDING MATERIAL CO.

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

I, FRANK SPANGLER, being first duly sworn, depose and say as follows:

That at all times mentioned herein I have been and now am the President of Empire Building Material Co., an Oregon corporation, and I make this affidavit on behalf of said corporation for the purpose of obtaining certified copies of a contract and bond pursuant to the provisions of ORS 279.512 and 279.515.

That for many years Empire Building Material Co. has been engaged in the business of manufacturing and selling various construction materials and items, including prestressed concrete beams, with its principal place of business being situated at 9255 N. E. Halsey Street, Portland, Oregon.

That on or about May 26, 1960, S & D Construction Co., general contractors, ordered from Empire Building Material Co., 8 50-foot prestressed concrete beams and 40 75-foot prestressed concrete beams at a price of $80,400 f.o.b. truck at Meacham overcrossing of the U.P.R.R. Bridge No. 8498. That said beams were to be used by S & D Construction Co. in connection with State Highway Contract No. 5703 for the Meacham railroad overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, Oregon.

AFFIDAVIT ON BEHALF OF
EMPIRE BUILDING MATERIAL CO.

STATE OF OREGON)
) SS
COUNTY OF MULTNOMAH)

I, FRANK SPANGLER, being first duly sworn, depose and say as follows:

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That on or about May 26, 1960, S & D Construction Co., general contractors, ordered from Empire Building Material Co., 8 50-foot prestressed concrete beams and 40 75-foot prestressed concrete beams at a price of $80,400 f.o.b. truck at Meacham overcrossing of the U.P.R.R. Bridge No. 8498. That said beams were to be used by S & D Construction Co. in connection with State Highway Contract No. 5703 for the Meacham railroad overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County, Oregon.

That thereafter Empire Building Material Co. supplied and delivered such beams to S & D Construction Co. for the prosecution of the work provided in said State Highway contract.

That, although Empire Building Material Co. has demanded payment for said beams, it has not to date received payment of the agreed upon price or any portion thereof.

Frank Spangler

SUBSCRIBED and sworn to before me this 25th day of April, 1961.

Judie A. Funk, Jr.
Notary Public for Oregon
My commission expires:

3-22-62

RECEIVED
APR 25 1961
FORM E-30X—60M—2-59—19190
FOR FILING
I-80N-6(14)22
5103

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1961

To: Mr. Ivan D. Merchant
Bridge Engineer

SUBJECT: S & D Construction Company's Projects

A Mr. Charles A. Kerr, representing the Home Indemnity Company, which is bondsman for S & D Construction Company on Contracts Nos. 5590, 5703, and 5754, being Evans Creek Overcrossing; Willamette River Bridge Peripheral Road, Lane County; and Meacham Overcrossing; advises that the Bonding Company is taking over these contracts and that it will satisfy outstanding claims against the contracts and will take steps to prosecute the work to completion.

G. S. Paxson
Assistant State Highway Engineer

GSP:me

cc Forrest Cooper
Leonard Lindas
Tom Edwards
Floyd Query

NOTED ON CARDS

NOTED
FLOYD QUERY

RECEIVED
APR 21 1961
COMMISSIONERS
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80N-6(114)227
5703

G. S. Papson

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 19, 1961

Home Indemnity Co.
American Bank Building
Portland 4, Oregon

Re: Highway Contracts
#5590, 5703, & 5754
S & D Construction Co.

Gentlemen:

As surety for the performance of the above contracts, we feel that the following information, pertaining to the performance of said contracts by the S & D Construction Company, together with information concerning the numbers and amounts of claims presented to this Department against the contractor, should be brought to your attention for such action as you deem proper:

Contract #5590 was awarded on January 28, 1960, in the amount of $496,402.40, for the construction of the Evans Creek Southern Pacific Railroad Overcrossing on the Pacific Highway in Jackson County, Oregon. The contractor's last estimate, which was for payment of work done to November 11, 1960, showed the job 94% complete with 160 of 180 alloted workdays expended. As of March 24, 1961, the contractor has been charged with 213 workdays, or 33 days over the specified amount. Our last construction report on the contract made on March 31, 1961, shows that the job was 98% complete with a 33 day overrun in time and an estimated completion date of April 30, 1961. At the present time, eleven claims have been filed with this Department, in the total amount of $133,123.44.

Contract #5754 was awarded to the S & D Construction Company on July 14, 1960, in the amount of $424,000.00, for the construction of the Willamette

River Bridge and two Willamette River Overflow Structures in Lane County. In this case the contractor was paid for work done to February 10, 1961, which shows the job 50% complete with 117 of 220 alloted workdays expended. Work on this project apparently is progressing in an orderly manner at the present time with the estimated date of completion about July 31st, which should be within the specified workday count. However, there have been six claims filed against the contractor on this job, totalling $34,254.53.

Contract #5703 was awarded on May 10, 1960, in the amount of $289,852, for the construction of Twin Overcrossings of the Union Pacific Railroad Company's tracks at Meacham on the Old Oregon Trail Highway in Umatilla County, Oregon.

As of March 31, 1961, the contractor had been charged with 117 workdays out of an alloted 160. Our last construction report on the contract shows the job 37% complete with 117 of the 160 alloted workdays expended and an estimated completion date of May 1, 1961. This Department has received three claims against the contractor on this contract, totalling $87,282.00.

The S & D Construction Company also has another contract with this Department, but the surety in this case is not your organization and, consequently, I assume you will not have any particular interest in this other contract.

We call this matter to your attention for such use as you wish to make of it. We are particularly anxious that these contracts proceed as expeditiously as possible and that they are completed within the alloted workdays. We wish to do everything we can to assist the contractor in bringing about the early completion of the contracts that are lagging and, should you have any suggestions concerning this, we would be glad to hear from you.

Very truly yours,

L. I. LINDAS
Chief Counsel

RECEIVED
APR 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

LIL:bp
cc: Seth Leavens, Agent
S & D Construction Co.
W. C. Williams
G. S. Paxson - C. H. Maison - Ivan Merchant

RECEIVED
APR 13 1961
FOR [illegible]G

I-80N-6(14)227

5703

L. I. Lindas
Chief Counsel

Salem, Oregon
April 17, 1961

S & D Construction Company
Outstanding Claims as of
April 17, 1961

As requested, attached is a list of claims filed against the subject contractor on the following State Highway Contracts:

Date	Claimant	Claim For	Amount of Claim
CONTRACT 5536			
3-20-61	Portland Wire & Iron Works	materials	$ 1,705.06
3-23-61	Willamette Tug & Barge Co.	work subcontracted	7,593.00
CONTRACT 5590			
12-7-60	J. W. Copeland Yards	materials	$32,298.00
12-19-60	Farwest Steel Co. (filed by Harris, Butler, Husk & Gleaves, attorneys)	labor-materials	49,310.86
1-25-61	Cal-Ore Machinery Co.	repair parts furnished for winch	165.49
3-9-61	Redimix Concrete Co.	material, tools, equipment rental, storage	8,000.00+
3-16-61	Mercer Steel Co., Inc.	steel-labor	13,642.00
3-20-61	Rogue Automotive & Equipment Service	services-material	224.38
3-20-61	Portland Wire & Iron Works	materials	920.65
3-23-61	Willamette Tug & Barge Co.	work subcontracted, unpaid balance	3,345.03
3-26-61	Laffing Gas Service	gasoline	22.05
No date shown	Rogue River Sign Co.	demolished sign	50.00
Following claim just received:			
4-11-61	J. W. Copeland Yards	lumber & materials	26,144.98
CONTRACT 5703			
1-18-61	Empire Bldg. Material Co.	concrete beams	$80,400.00
3-21-61	Portland Wire & Steel Warehouse	materials	4,998.00
3-20-61	Portland Wire & Iron Works	materials	1,884.00

L. I. Lindas April 17, 1961

Date	Claimant	Claim For	Amount of Claim
CONTRACT 5754			
2-8-61	L. B. Foster Co.	material leased	$ 716.32
3-16-61	R & M Hardware	merchandise	94.21
3-16-61	Mercer Steel Co., Inc.	steel-labor	13,642.00
3-20-61	Portland Wire & Iron Works	materials	714.60
4-4-61	L. D. McFarland Co.	piling	245.00
4-6-61	Morse Bros., Harrisburg	balance due for piling slabs	18,842.40

I thought you would be interested to know that a Mr. Mower, attorney representing the Home Indemnity Co., San Francisco, telephoned Cecil Head on April 14 from Portland and advised him that they will be sending to us (or bring in person) in a few days assignments on S & D Construction Co. Contracts 5754, 5703 and 5536 for future payments to be mailed direct to a trustee account in Portland. They said they won't include Contract 5590 because it is almost completed.

Also attached is a list showing the description of each contract together with the surety.

Floyd Query, Secretary

jmc

cc: Cecil Head

L. I. Lindas

April 17, 1961

Date	Claimant	Claim For	Amount of Claim
CONTRACT 5754			
2-8-61	L. B. Foster Co.	material leased	$ 716.32
3-16-61	R & M Hardware	merchandise	94.21
3-16-61	Mercer Steel Co., Inc.	steel-labor	13,642.00
3-20-61	Portland Wire & Iron Works	materials	714.60
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Also attached is a list showing the description of each contract together with the surety.

Floyd Query, Secretary

jmc

cc: Cecil Head

S & D CONSTRUCTION COMPANY
4930 SE Reedway
Portland 6, Oregon

#5536 for construction of the Grande Ronde River Bridge on the Glover-Perry Section of the Old Oregon Trail in Union County.
Bond: $422,095.00
Surety: United Pacific Insurance Company
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon
Awarded: September 24, 1959

#5590 for RR Overcrossing on the Evans Creek Section of Pacific Highway in Jackson County.
Bond: $496.402.40
Surety: Home Indemnity Company
Seth Leavens Ins. Agency
500 Jackson Tower
Portland, Oregon
Awarded: January 28, 1960

#5703 for the Meacham RR Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail in Umatilla County.
Bond: $289,852.00
Surety: Home Indemnity Company
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon
Awarded: May 10, 1960

#5754 for Bridge-overflow structures on the Willamette River Bridge of the Peripheral Road (FAS 860) in Lane County.
Bond: $424,000.00
Surety: Home Indemnity Company
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon
Awarded: July 14, 1960

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APR 14 1961
FOR FILING
I-80N-6(14)227
5703

Salem, Oregon
April 13, 1961

Files

This morning a Mr. Chas. Kerr, Portland, and a Mr. Miles Thomas, San Francisco, representing the Home Indemnity Company, were in the office concerning the four contracts which S & D Construction Co. have with the State Highway Department.

I gave these gentlemen a listing of all claims that we have received to date on S & D Construction Co. Contracts Nos. 5536, 5590, 5703 and 5754.

I believe Mr. Kerr and Mr. Thomas talked to Mr. Wilbur Garrett in the Bridge Division concerning these bridge contracts.

C. W. Head

CWH:fp

RECEIVED
APR 5 1961
OFFICES IN
SAN FRANCISCO
LOS ANGELES
SEATTLE
PORTLAND
NEW YORK
CHICAGO
HONOLULU

FOR FILING

I-80 N-6(14)227
5703

JOHN F. FORBES & COMPANY
CERTIFIED PUBLIC ACCOUNTANTS

CABLE ADDRESS
"CERPUBANT"
FAILING BUILDING
PORTLAND 4

Files

April 1, 1961

State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

Our firm has been engaged to audit the records of S & D Construction Company. In order to complete this work it is necessary that we verify certain accounts reflected on the company's records.

We shall appreciate your reviewing the following schedule and if the amounts are correct, sign and date the statement at the bottom of this letter and return the signed copy direct to our office, John F. Forbes & Company, 315 Failing Building, Portland 4, Oregon. If the statement is incorrect will you so indicate any discrepancy.

	Contract No.	Amount of Contract	Total Payments To Date	Retainage
Evans Creek Job	5590	$496,402.40	$448,781.92	$24,820.12
Willamette River Job	5754	424,000.00	188,095.50	20,899.50
Grande Ronde River Job	5536	422,095.00	269,690.75	21,104.75
Meacham Railroad Job	5703	289,852.00	118,495.80	13,166.20

A duplicate copy of this letter is enclosed for your files and a stamped addressed envelope is enclosed for your convenience in replying. A prompt response will be appreciated.

Yours very truly,
John F. Forbes & Company
JOHN F. FORBES & COMPANY

The above statement is correct as at 5 April, 1961.

Comments:

Signature

NOTED
C. W. HEAD

Title or position

Returned Original copy, 4-5-61

RECEIVED
MAR 31 1961
FOR FILING

I-80N-6(14)227
5703

March 28, 1961

Portland Wire & Iron Works
4644 S. E. 17th Avenue
Portland 2, Oregon

Attention: Mr. C. A. Lomax
Secretary-Treasurer

Gentlemen:

Reference is made to our letter to you of March 24 concerning your claims in the amount of $5,905.31 filed against S & D Construction Co.

In our letter to you we failed to mention that the State does not make payment of claims but looks to the prime contractor and the surety for such payment. We make no effort to determine the validity of a claim and contract payments are not withheld by us unless requested by the surety or by our own department.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

(This is in regard to Contracts 5754, 5703, 5536 & 5590)

NOTED ON CARD
dc

RECEIVED
MAR 27 1961
FOR FILING

I-80N-6(14)127

5703

March 24, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $5,905.31 which has been filed with the Secretary of State by Portland Wire & Iron Works for materials furnished to S & D Construction Company on various State Highway projects.

Claims against State Highway Contracts on which your company appeared as surety on the performance bonds furnished with the contracts are as follows:

$ 714.60 -- Contract No. 5754, bridge-overflow structures on Willamette River Bridge Section of Peripheral Road, Lane County.

$1,884.00 -- Contract No. 5703, Meacham Railroad Overcrossing on Deadman's Pass-Meacham Section of Old Oregon Trail Highway, Umatilla County.

$ 920.65 -- Contract No. 5590, Construction of Railroad Overcrossing on Evans Creek Section of Pacific Highway, Jackson County.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

CWH:jmc
cc: Seth Leavens Insurance Agency, 500 Jackson Tower, Portland
S & D Construction Co., 4930 S.E. Reedway, Portland 6

Chairman M. K. McIver
Commissioner G. L. Jackson
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

March 22, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Portland Wire & Iron Works, 4644 S. E. 17th Avenue, Portland 2, Oregon and filed as of this date, a notice of claim by same for fabricated steel and miscellaneous supplies in the sum of $5,905.31 against the bond taken from S&D Construction Company, Portland, Oregon; bonded by Home Insurance Company and United Pacific Insurance Company for the work of bridge construction.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo A Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
MAR 23 1961
OREGON
STATE HIGHWAY COMMISSION

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX PD 440 • BELMONT 4-5870

PORTLAND WIRE & IRON WORKS

4844 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1892

March 21, 1961

State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned Portland Wire and Iron Works, Portland, Oregon, has a claim for fabricated steel and miscellaneous supplies in the sum of $5,905.31 against the bond taken from S&D Construction Company, Portland, Oregon; bonded by Home Insurance Company and United Pacific Insurance Company for the work of bridge construction.

C. A. Lomax
Sec.-Treas.

File # 3804

FILED
MAR 22 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAR 22 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

FABRICATION AND ERECTION OF STEEL AND WIRE • TWX PD 441 • BELMONT 4-8731

PORTLAND WIRE & IRON WORKS

4644 S. E. 17TH AVENUE • PORTLAND 2, OREGON

ESTABLISHED 1927

March 20, 1961

Secretary of State
State of Oregon
Salem, Oregon

Re: S & D Construction Co.
Portland, Oregon

Gentlemen:

We are enclosing herewith, a signed statement that our firm has not been paid for materials furnished to S & D Construction Company, Portland, Oregon, for use on:

Jackson Co.	Rogue River & Paul Rynning Bridge	$ 681.00	Jackson County
	Willamette River Bridge and Overflow Structures-Bridge #8638, Lane County	714.60	#5754 ✓
	Deadman's Pass-Meacham Section Overcrossing of U.P. Railroad Bridge #8498, Umatilla County	1,884.00	#5703 ✓
	Grande Ronde River Bridge & Glover-Perry Section Old Oregon Trail, west of LaGrande-Bridge #8425	1,705.06	#5536 ✓
	Evans Creek Bridge, Rogue River-Bridge #8375	920.65	#5590 ✓
	Total	$5,905.31	

We are serving this notice in accordance with Chapter 44, entitled "Public Contracts and Employment Thereunder, ARTICLE 1, CONTRACTS BONDS; BIDS AND BIDDING".

Most of these jobs as indicated above, date back into last summer and fall and we have been in contact with the above firm on numerous occasions but to date have been unsuccessful in securing our money. We are sending copies of this letter to the bonding companies involved so that we may be protected in any event should this contractor fail to meet his obligations.

We trust that the proper State Department will protect our interests prior to the relinquishment of any retainages which may be held by the State on these various jobs.

File #3804

FILED
MAR 22 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

PORTLAND WIRE & IRON WORKS

Ivan Horne

Ivan Horne
Credit Manager

RECEIVED
MAR 22 1961
H... APPLING, JR.
SECRETARY OF STATE

IH/rp
cc: S&D Construction, Home Insurance Co.
United Pacific Insurance Co.

RECEIVED
MAR 27 1961
FOR FILING

J-80N-6(14)237

5703

March 23, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim, in the amount of $4, [illegible] 8, which has been filed with the Secretary of State by Portland Wire and Steel Warehouse for materials furnished to S & D Construction Company. This appears to be in reference to State Highway Contract No. 5703, S & D Construction Company, prime contractor, for construction of the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail, Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with the contract.

Very truly yours,

OREGON STATE HIGHWAY COMM.

Secretary

CWH:jmc

cc: Seth Leavens Agency, 500 Jackson Tower, Portland
S & D Construction Company, 4930 S. E. Reedway, Portland 6, Oregon

Chairman M. K. McIver
Commissioner G. L. Jackson
W. C. Williams
Forrest Cooper

NOTED ON CARD
lc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

March 22, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Portland Wire & Steel Warehouse, Portland, Oregon and filed as of this date, a notice of claim by Portland Wire & Steel Warehouse, Portland, Oregon for bearing piles in the sum of $4,998.00 against the bond taken from S&D Construction Company, Portland, Oregon bonded by Home Insurance Company for the work of bridge construction.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

#5703

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
MAR 23 1961
OREGON
STATE HIGHWAY COMMISSION

PORTLAND WIRE AND STEEL WAREHOUSE

4706 S. E. 18th AVENUE PORTLAND 2, OREGON

TELEPHONE BE 4-9731

PASCO DIVISION: P. O. BOX 608, PASCO, WASHINGTON

TELEPHONE LI 7-9706

March 21, 1961

Secretary of State
State of Oregon
Salem, Oregon

Re: S & D Construction Company
Portland, Oregon

Gentlemen:

We are enclosing herewith, a signed statement that our firm has not been paid for materials furnished to S & D Construction Company, Portland, Oregon for use on the Meacham Overcrossing-U.P. Railroad bridge #8498 in the amount of $4,998.00.

We are serving this notice in accordance with Chapter 44, entitled "Public Contracts and Employment Thereunder, ARTICLE 1, CONTRACTS BONDS; BIDS AND BIDDING".

Shipment of this material was made in June of 1960 and to date we have been unable to effect a settlement with the above firm. We have called by telephone and have written on numerous occasions but we can get no response. We are positive that these bearing piles were placed in the bridge structures many months ago and we can see no reason for the contractor withholding payment to us.

We are hereby sending a copy of this letter to the bonding company concerned and we trust that the proper State Department will be notified by your office so that any retainages which may be held by the State will be used to protect our interests in this matter.

Your assistance in this matter will be appreciated.

File # 3803

FILED
MAR 22 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

PORTLAND WIRE & STEEL WAREHOUSE

Ivan Horne

Ivan Horne
Credit Manager

RECEIVED
MAR 22 1961
H[illegible]LL APPLING, JR.
SECRETARY OF [illegible]TATE

IH/rs
cc: S & D Construction Co.
Home Insurance Co.

PORTLAND WIRE AND STEEL WAREHOUSE

4706 S. E. 18th AVENUE PORTLAND 2, OREGON

TELEPHONE BE 4-9731

PASCO DIVISION: P. O. BOX 608, PASCO, WASHINGTON

TELEPHONE LI 7-9706

March 21, 1961

State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned Portland Wire & Steel Warehouse, Portland, Oregon, has a claim for bearing piles in the sum of $4,998.00 against the bond taken from S&D Construction Company, Portland, Oregon bonded by Home Insurance Company for the work of bridge construction.

File # 3803

FILED
MAR 22 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

C. A. Lomax
Sec.-Treas.

RECEIVED
MAR 22 1961
H... APPLING, JR.
S...TARY OF ...ATE

RECEIVED
MAR 14 1961
FOR FILING

I-80N-6(14)227

5-103

Salem, Oregon
March 13, 1961

Mr. Cecil A. Gardner
Bridge Division
Salem

Insurance on Contract No. 5703
S & D Construction Company
Twin Structures
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County

Attached for processing and approval is copy of The Home Indemnity Company Certificate of Insurance No. PGA 40241, expiring 3-9-62, which pertains to the above contract.

Upon completion, we would appreciate receiving the copy for our insurance file.

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Mr. G. S. Paxson

fp

RECEIVED
FEB 15 1961
COMMISSION
M. H. MOFFEN, CHAIRMAN
PORTLAND
HOWARD N. FULLING
PUBLIC FILING
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM
I-80 N-6(14)227
5703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 10, 1961

Davidson, Duffy & Stout
1525 Yeon Building
Portland 5, Oregon

Attention: Mr. Walden Stout

Gentlemen:

I have your letter of February 9 concerning difficulties being encountered by S & D Construction Company on several of their State Highway contracts.

In your letter you mention the waiving of liquidated damages on account of delays in completion of the contracts. The only thing I can tell you in this regard is that the determination of the work day count is set out very clearly in the contracts, and if any modification is made it, of course, must be in accord with the terms of the contracts.

Concerning the handling of the existing contracts so that they may be completed as early as possible, it might be of some advantage if you or a representative of the S & D Construction Company would discuss the matter with Mr. Ivan Merchant, Bridge Engineer. I would suggest, however, that you take this matter up with him directly. I think he would be best qualified to discuss matters pertaining to the satisfactory completion of these contracts.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jme

cc: G. S. Paxson
Ivan Merchant

RECEIVED
FEB 1961
OFFICE OF
STATE ENGINEER

LAW OFFICES OF
DAVIDSON, DUFFY & STOUT
1525 YEON BUILDING
PORTLAND 4 OREGON

CARL E. DAVIDSON
CHARLES P. DUFFY
WALDEN STOUT

DONALD J. GEORGESON

February 9, 1961

Mr. Floyd Query
Secretary, Oregon State Highway Commission
State Highway Department
Salem, Oregon

Re: S & D Construction Company

Dear Mr. Query:

Thank you for your letter dated February 7 concerning the problems of S & D Construction Company.

Your analysis of the difficulties being encountered by this company seem to be well founded and quite consistent with the observations which I made in the latter part of my letter to you, dated February 1.

I shall be away from the office until February 21, but would certainly welcome the opportunity of meeting with you in order to review the various problems of this company. I would hope that under all of the circumstances you would give consideration to the waiving of liquidated damages incurred and to be incurred on account of delays in completion of one or more of the jobs, particularly if it can be shown that the interests of the state and the traveling public have not been jeopardized by the delay. We would also like the benefit of your views concerning the handling of all of the pending contracts with the State of Oregon, so that they may be completed at the earliest possible time and to the best interests of not only the construction company but the State of Oregon.

Very truly yours,

WS:t

Walden Stout

RECEIVED
FEB 10 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 9 1961
FOR FILING
I-80N-6(14)227
5703

February 9, 1961

Manager
First National Bank
S. W. 6th and Morrison Branch
Portland, Oregon

Dear Sir:

As a follow-up to our phone conversation we have checked up on the contract payments to S & D Construction Company on the four contracts they have with the State Highway Commission.

The tabulation shown below I believe will provide the information that you requested. If it does not, please let us know.

	5536	5590	5703	5754
Monthly estimates due and payable	None	None	(1)	$23,950
Retained %	$21,105	$24,820	$13,166	$19,924

(1) estimate for 11-5 to 12-5 for $52,884 mailed to contractor 2-6-61.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

RECEIVED
JAN 20 1961
FOR FILING

I-80N-6(14)227
5703

January 19, 1961

Empire Building Material Co.
9255 N. E. Halsey Street
Portland 20, Oregon

Attention: Mr. Frank Spangler
President

Gentlemen:

This is to acknowledge your letter of January 18 stating that S&D Construction Co. owe you $80,400 for concrete beams furnished on their contract for the Meacham Overcrossing. This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail H ghway in Umatilla County.

Our Bridge Division informs us that this project is approximately 60 percent complete as of this date. The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

Contract payments are not withheld by us unless requested by the surety or by our own department.

If you wish to protect your claim under the bond it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. A claim may be filed at any time. Attached are excerpts from the Oregon Laws outlining the filing procedure.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
dc

Enc.
CWH:fp

EMPIRE BUILDING MATERIAL CO.

9255 N. E. HALSEY STREET • Alpine 4-6535 • PORTLAND 20, OREGON

January 18, 1961

Mr. Floyd Query,
Secretary State Highway Commission,
Salem, Oregon.

Dear Mr. Query:

We have furnished $80,400 worth of concrete beams to the general contracting firm of S. & D. Construction Co. for the State Highway Meacham overcrossing job U P R R bridge 8498.

I am concerned about getting our money for this. In November S & D Construction received a payment of over $20,000 for the first of the beams delivered but failed to pay us. I understand another progress payment of something over $50,000 will be paid to them within the next couple of weeks.

Will you please advise me if there is anything I can do to assure myself of being paid for this material at the time the State pays for it, and I wish to thank you for any help you can give me in this regard.

Sincerely,

Frank Spangler

Frank Spangler, President,
EMPIRE BUILDING MATERIAL CO.

FS/is

RECEIVED
JAN 19 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JAN 20 1961
FOR FILING

F 80N-6(14)22
5703

January 19, 1961

Home Indemnity Company
American Bank Building
Portland 4, Oregon

Gentlemen:

A letter dated January 18 has been received from Empire Building Material Company, 9255 N. E. Halsey St., Portland 20, advising that S & D Construction Co. owe them $80,400 for concrete beams used on the Meacham Overcrossing project. This appears to be in connection with State Highway Contract No. 5703 with S & D Construction Co. for the Meacham Railroad Overcrossing on Deadman's Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

S & D Construction Co.
4930 S. E. Reedway
Portland 6, Oregon

NOTED ON CARD
ll

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1960

1-BCN-2(14)227

5703

SUBJECT: Deadmans Pass-Meacham Section
Contract No. 5703

To: MEMO TO THE FILES

I noted on an inspection trip this last week that the contractor, S & D Construction Company, has ceased working on the railroad structure. The status of said bridge work is as follows:

Most of the footings have been poured and most of the columns are partially constructed. The precast girders are stockpiled adjacent to the project.

It is important to the Construction Department that we get the use of this project by July 1, 1961 in order that we may expedite the surfacing and paving work. As of this date it appears quite doubtful that the contractor can complete the structure prior to July 1 unless he works during the winter months. We have pushed our grading and paving contractors on this section as hard as it has been possible to push them. We fear that we will find ourselves in somewhat of an embarrassing situation if on July 1 we are unable to give these contractors full use of the section.

As of this date, the contractor has 61 days time left.

I feel that the matter should be thoroughly investigated by the Bridge Department and if they feel that the effort is not sufficient to assure completion on time, the contractor should be strongly encouraged to continue working. In the event that this does not produce results, I feel that the bonding company should be informed of the unsatisfactory conditions.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

NOTED
S. PA...

FBK:fp

cc Forrest Cooper
Ivan Merchant
A. F. Parson

P&X5047

RECEIVED
DEC 20 1960
STATE ...

FORM E-123-X 7[illegible]-60

RECEIVED
DEC 9 - 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIPLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

1-8CN-6(14)2[illegible]7

5703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 8, 1960

B & B Construction Company
4930 S. E. Reedway
Portland 6, Oregon

Gentlemen:

Re: Meacham Overcrossing
Bridge No. 8458

Reports from our Resident engineer, Mr. Allan Harwood, show that as of December 2, 1960 work on the above project is approximately 37% complete while 90 out of 100 workdays have been charged for a total elapsed time of 50%. As this rate of progress would indicate a possibility of running into penalty days, I would like to remind you of Article 1.8.6 of the Special Provisions covering "Time for Completion of Work and Liquidated Damages."

It is anticipated that paving operations will begin on this section of road by July 1, 1960 at the latest. It is imperative that these bridges be completed to the extent that the paving contractor will be able to haul over them by this time.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LHA/cm

cc: Mr. Allan Harwood
Mr. A. F. Parsons
Mr. G. S. Paxson ✓
Home Indemnity Company
Seth Leavens Agency
Mr. Floyd Query

RECEIVED
DEC [illegible] 1960
OFFICE OF
[illegible] ENGINEER

FORM E-123

RECEIVED
JUN - 3 1960

FOR FILING

BON-6114227

5703

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERRY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 3, 1960

Home Indemnity Co.,
American Bank Bldg.,
Portland 4, Oregon

Gentlemen:

Enclosed is a copy of a contract awarded by the State Highway Commission, the details of which are given below.

We are sending you this copy for your files as you appear as surety on the performance bond furnished by the contractor.

Contract #5703, awarded May 10, 1960, to S & D Construction Co., for the Meacham RR Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail in Umatilla County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

FORM E-125

RECEIVED
JUN - 3 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

S & D Construction Company
4930 SE Roadway
Portland 6
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5703, awarded May 10, 1960, for the Meacham RR Overcrossing on the Deadman's Pass-Meacham Section of the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
JUN 1 1960
FOR FILING

5703

772

ASSIGNMENT

Date: May 23, 1960 No. 772 By PMS

Description: Letter from Mr. Query to Mr. Stephenson, dated May 19, re insurance on Contract No. 5703, S & D Construction Company, Deadmans Pass-Meacham Section, Old Oregon Trail Highway, Umatilla County.

Acknowledged by____ Referred to Mr. Lindas

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._____
__Contact correspondent and report
X After approval kindly return to Mr. Query.

Remarks:

RECEIVED
MAY 24 1960
LEGAL DEPT.

PLEASE RETURN TO
P. M. STEPHENSON
FOR FILING

Executed_____ Report Received 6-24-60

RECEIVED
MAY 19 1960
FOR FILING
I ION (11#)227
5703

A

Salem, Oregon
May 19, 1960

Insurance on Contract No. 5703
S & D Construction Company
Twin Structures
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County

Mr. P. M. Stephenson
Asst. State Highway Engineer
Office

Attached is insurance by the United Pacific Insurance Company on the above contract:

Certificate of Insurance No. CLP 23427, effective May 16, 1960 to March 9, 1961.

Policy Number SLP 11706 (U.P. RR Co., assured), effective May 16, 1960 to May 16, 1961.

After this insurance has been checked by the Legal Department will you please have it returned to this office for filing?

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC Mr. Ivan D. Merchant

fp

FORM E-129

RECEIVED
MAY 17 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

May 16, 1960

S & D Construction Co.,
4930 SE Roadway
Portland 6
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission, as follows:

Contract #5703, awarded May 10, 1960, for the Meacham NR Overcrossing on Deadman's Pass-Meacham Section of the Old Oregon Trail in Umatilla County.

Please execute two of these copies as to contract and bond, and return both copies to this office for execution by the Highway Commission. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT SO IT WILL NOT BE NECESSARY TO RETURN THE FORMS TO YOU FOR CORRECTION.

The third copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor," is furnished for your information pending receipt of a copy containing the signatures of the State Highway Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

PS: Just a reminder to have your signatures correspond with your names as given on the Contract and Bond pages. Thank you.

dc

RECEIVED
MAY 12 1960
FOR FILING
I-80N-6(14)227
5703

May 11, 1960

S & D Construction Company
4930 S. E. Roadway Street
Portland 6, Oregon

Gentlemen:

The State Highway Commission on May 10, 1960 awarded to you, under Alternate "B", State Highway Contract No. 5703 for twin structures on the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway in Umatilla County.

This award was based on your bid of $289,852.00 which was the low bid submitted to the Commission on May 10 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED

I 80N-6(14)227

5703

When replying, refer to
08-35.4-0

408 State Highway Building
Salem, Oregon

May 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5703 for Oregon Project I-80N-6(14)227, Deadmans Pass-Meacham Section, The Old Oregon Trail Highway, Meacham Overcrossing structure, to S & D Construction Co., of Portland, Oregon, low bidder in the amount of $289,852.00 at the May 10, 1960 bid opening.

Porter

Very truly yours,

C. G. Polk
Division Engineer

DATE OF OPENING BIDS May 10, 1960
NO. OF BIDS RECEIVED 9

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

SECTION Meacham Railroad Overcrossing Structure
HIGHWAY Old Oregon Trail
COUNTY Umatilla
TYPE OF WORK Bridge No. 8498

NO.	ITEM	QUANTITY	UNIT	S and D Construction Co. Portland		Tom Lillebo Const. Co. Reedsport	Pacif Concr Compa Portl
				UNIT BID	AMOUNT	UNIT BID	UNIT
1	SHORING CRIBBING ETC	1.0	LUMP SUM	18000.00	18000.00	14700.00	1000
2	STRUCTURAL EXCAVATION	2200.0	CU YDS	6.00	13200.00	4.50	4
3	EXCAVATION BELOW ELEV SHOWN	150.0	CU YDS	11.00	1650.00	15.00	5
4	FURNISH 10 IN BP 42 LB STEEL PILING	1400.0	LIN FT	6.00	8400.00	4.75	5
5	DRIVE STEEL PILES	32.0	ONLY	61.00	1952.00	80.00	7
6	SPLICE STEEL PILES	6.0	ONLY	25.00	150.00	50.00	3
7	CLASS A CONCRETE	1.0	LUMP SUM	105500.00	105500.00	122850.00	11586
8	METAL REINFORCEMENT	1.0	LUMP SUM	38000.00	38000.00	38720.00	3900
9	50 FT NOM LGTH PRESTRESSD BEAMS	8.0	ONLY	1375.00	11000.00	1719.00	162
10	75 FT NOM LGTH PRESTRESSD BEAMS	40.0	ONLY	2062.50	82500.00	2540.00	217
11	PIPE PARAPET RAIL	1700.0	LIN FT	5.00	8500.00	4.50	5
12	8 INCH METAL DRAIN PIPE	250.0	LIN FT	4.00	1000.00	4.00	4
99	TOTAL TOTAL				289852.00	321932.00	293

LOW BID

I-ON-6(14)227
5703

OREGON STATE HIGHWAY DEPARTMENT

F.A.P. NO. I-80N-6(14)227
SHEET NO. 1 OF 2 SHEETS PAGE 18b

ITEMIZED BIDS RECEIVED

(Alternate "B")

ucture		S and D Construction Co. Portland		Tom Lillebo Const. Co. Reedsport	Pacific Concrete Company Portland	Hansen and Parr Const. Co. Spokane, Wn.	Hamilton and Thoms Eugene	Bechtel Bros. La Grande
NIT		UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
P SUM		18000.00	18000.00	14700.00	10000.00	28970.00	35000.00	15000.00
YDS		6.00	13200.00	4.50	4.00	4.20	7.00	6.00
YDS		11.00	1650.00	15.00	5.00	10.00	25.00	10.00
FT		6.00	8400.00	4.75	5.00	4.85	4.00	5.00
Y		61.00	1952.00	80.00	70.00	65.00	60.00	100.00
Y		25.00	150.00	50.00	30.00	40.00	40.00	40.00
P	SUM	105500.00	105500.00	122850.00	115863.00	135135.00	120000.00	131400.00
P	SUM	38000.00	38000.00	38720.00	39000.00	42537.00	41000.00	42700.00
		1375.00	11000.00	1719.00	1625.00	1650.00	1600.00	1602.00
Y		2062.50	82500.00	2540.00	2175.00	2750.00	2250.00	2326.00
	FT	5.00	8500.00	4.50	5.00	4.75	4.50	5.50
	FT	4.00	1000.00	4.00	4.00	5.00	3.00	4.00
			289852.00	321932.00	293333.00	359017.00	334110.00	330446.00

LOW BID

DATE OF OPENING BIDS May 10, 1960
NO. OF BIDS RECEIVED 9

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

SECTION Meacham Railroad Overcrossing Structure
HIGHWAY Old Oregon Trail
COUNTY Umatilla
TYPE OF WORK Bridge No. 8498

NO.	ITEM	QUANTITY	UNIT	S and D Construction Co. Portland		Hannan Bros. Co. Portland	Workman Co. and W.Irwin Canby
				UNIT BID	AMOUNT	UNIT BID	UNIT B
1	SHORING CRIBBING ETC	1.0	LUMP SUM	18000.00	18000.00	25000.00	30000.
2	STRUCTURAL EXCAVATION	2200.0	CU YDS	6.00	13200.00	5.50	5.
3	EXCAVATION BELOW ELEV SHOWN	150.0	CU YDS	11.00	1650.00	10.00	10.
4	FURNISH 10 IN BP 42 LB STEEL PILING	1400.0	LIN FT	6.00	8400.00	5.00	6.
5	DRIVE STEEL PILES	32.0	ONLY	61.00	1952.00	50.00	100.
6	SPLICE STEEL PILES	6.0	ONLY	25.00	150.00	50.00	30.
7	CLASS A CONCRETE	1.0	LUMP SUM	105500.00	105500.00	129943.00	126360.
8	METAL REINFORCEMENT	1.0	LUMP SUM	38000.00	38000.00	38732.00	38000.
9	50 FT NOM LGTH PRESTRESSD BEAMS	8.0	ONLY	1375.00	11000.00	1394.50	1500.
10	75 FT NOM LGTH PRESTRESSD BEAMS	40.0	ONLY	2062.50	82500.00	2207.00	2250.
11	PIPE PARAPET RAIL	1700.0	LIN FT	5.00	8500.00	5.00	6.
12	8 INCH METAL DRAIN PIPE	250.0	LIN FT	4.00	1000.00	4.00	3.
99	TOTAL TOTAL				289852.00	325111.00	33159

LOW BID

OREGON STATE HIGHWAY DEPARTMENT

F.A.P. NO. I-80N-6(14)227
SHEET NO. 2 OF 2 SHEETS PAGE 18b
(Alternate "B")

ITEMIZED BIDS RECEIVED

ucture	S and D Construction Co. Portland		Hannan Bros. Co. Portland	Workman Const. Co. and Geo. W. Irwin Canby	Schrader Const. Co., Inc. Portland		
NIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
P SUM	18000.00	18000.00	25000.00	30000.00	40000.00		
YDS	6.00	13200.00	5.50	5.00	5.00		
YDS	11.00	1650.00	10.00	10.00	5.00		
FT	6.00	8400.00	5.00	6.00	5.00		
Y	61.00	1952.00	50.00	100.00	50.00		
Y	25.00	150.00	50.00	30.00	100.00		
P SUM	105500.00	105500.00	129943.00	126360.00	112850.00		
SUM	38000.00	38000.00	38732.00	38000.00	40000.00		
Y	1375.00	11000.00	1394.50	1500.00	1800.00		
Y	2062.50	82500.00	2207.00	2250.00	2500.00		
FT	5.00	8500.00	5.00	6.00	4.00		
FT	4.00	1000.00	4.00	3.00	5.00		
		289852.00	325111.00	331590.00	336250.00		

LOW BID

DATE OF OPENING BIDS May 10, 1960
NO. OF BIDS RECEIVED 8

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

SECTION Meacham Railroad Overcrossing Str.
HIGHWAY Old Oregon Trail
COUNTY Umatilla
TYPE OF WORK Bridge No. 8498

NO.	ITEM	QUANTITY	UNIT	S and D Construction Co. Portland		Tom Lillebo Const. Co. Reedsport	Pacif Concr Compa Portl
				UNIT BID	AMOUNT	UNIT BID	UNIT
1	SHORING CRIBBING ETC	1.0	LUMP SUM	18000.00	18000.00	14700.00	1000
2	STRUCTURAL EXCAVATION	2000.0	CU YDS	6.00	12000.00	4.50	4
3	EXCAVATION BELOW ELEV SHOWN	150.0	CU YDS	11.00	1650.00	15.00	5
4	FURNISH 10 IN BP 42 LB STEEL PILING	1400.0	LIN FT	6.00	8400.00	4.75	5
5	DRIVE STEEL PILES	32.0	ONLY	61.00	1952.00	80.00	70
6	SPLICE STEEL PILES	6.0	ONLY	25.00	150.00	50.00	30
7	CLASS A CONCRETE	1.0	LUMP SUM	100000.00	100000.00	123443.00	116107
8	METAL REINFORCEMENT	1.0	LUMP SUM	37000.00	37000.00	37720.00	37000
9	STRUCTURAL STEEL	1.0	LUMP SUM	110000.00	110000.00	113256.00	133000
10	PIPE PARAPET RAIL	1700.0	LIN FT	5.00	8500.00	4.50	5
11	8 INCH METAL DRAIN PIPE	250.0	LIN FT	4.00	1000.00	4.00	4
99	TOTAL TOTAL				298652.00	318529.00	3237

LOW BID

J FON-6114(2nd) 5703

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

F.A.P. NO. I-80N-6(14)227
SHEET NO. 1 OF 2 SHEETS PAGE 18a
(Alternate "A")

g Str.							
	S and D Construction Co. Portland		Tom Lillebo Const. Co. Reedsport	Pacific Concrete Company Portland	Hansen and Parr Const. Co. Spokane, Wn.	Hamilton and Thoms Eugene	Bechtel Bros. La Grande
UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
UMP SUM	18000.00	18000.00	14700.00	10000.00	28970.00	35000.00	14000.00
U YDS	6.00	12000.00	4.50	4.00	4.20	7.00	5.00
YDS	11.00	1650.00	15.00	5.00	10.00	25.00	10.00
IN FT	6.00	8400.00	4.75	5.00	4.85	4.00	4.50
NLY	61.00	1952.00	80.00	70.00	65.00	60.00	100.00
NLY	25.00	150.00	50.00	30.00	40.00	40.00	40.00
UMP SUM	100000.00	100000.00	123443.00	116107.00	127850.00	114000.00	119600.00
MP SUM	37000.00	37000.00	37720.00	37000.00	41328.00	40000.00	39800.00
UMP SUM	110000.00	110000.00	113256.00	133000.00	131500.00	121000.00	126144.00
IN FT	5.00	8500.00	4.50	5.00	4.75	4.50	5.00
IN FT	4.00	1000.00	4.00	4.00	5.00	3.00	4.00
		298652.00	318529.00	323777.00	357983.00	343910.00	330284.00

LOW BID

DATE OF OPENING BIDS May 10, 1960
NO. OF BIDS RECEIVED 8

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED BIDS RECEIVED

SECTION Meacham Railroad Overcrossing Structure
HIGHWAY Old Oregon Trail
COUNTY Umatilla
TYPE OF WORK Bridge No. 8498

NO.	ITEM	QUANTITY	UNIT	S and D Construction Co. Portland UNIT BID	S and D Construction Co. Portland AMOUNT	Hannan Bros. Co. Portland UNIT BID	Lockyer and Wh Inc. Longvie UNIT
1	SHORING CRIBBING ETC	1.0	LUMP SUM	18000.00	18000.00	25000.00	32000
2	STRUCTURAL EXCAVATION	2000.0	CU YDS	6.00	12000.00	5.50	4
3	EXCAVATION BELOW ELEV SHOWN	150.0	CU YDS	11.00	1650.00	10.00	10
4	FURNISH 10 IN BP 42 LB STEEL PILING	1400.0	LIN FT	6.00	8400.00	5.00	4
5	DRIVE STEEL PILES	32.0	ONLY	61.00	1952.00	50.00	84
6	SPLICE STEEL PILES	6.0	ONLY	25.00	150.00	50.00	20
7	CLASS A CONCRETE	1.0	LUMP SUM	100000.00	100000.00	121587.00	115000
8	METAL REINFORCEMENT	1.0	LUMP SUM	37000.00	37000.00	37455.00	40000
9	STRUCTURAL STEEL	1.0	LUMP SUM	110000.00	110000.00	121400.00	130000
10	PIPE PARAPET RAIL	1700.0	LIN FT	5.00	8500.00	5.00	5
11	8 INCH METAL DRAIN PIPE	250.0	LIN FT	4.00	1000.00	4.00	4
99	TOTAL TOTAL				298652.00	336342.00	345

LOW BID

OREGON STATE HIGHWAY DEPARTMENT

F.A.P. NO. I-80N-6(14)227
SHEET NO. 2 OF 2 SHEETS PAGE 18a

ITEMIZED BIDS RECEIVED

(Alternate "A")

Structure		S and D Construction Co. Portland		Hannan Bros. Co. Portland	Lockyear and White, Inc. Longview, Wn.			
	UNIT	UNIT BID	AMOUNT	UNIT BID	UNIT BID	UNIT BID	UNIT BID	UNIT BID
	MP SUM	18000.00	18000.00	25000.00	32000.00			
	U YDS	6.00	12000.00	5.50	4.50			
	YDS	11.00	1650.00	10.00	10.00			
	N FT	6.00	8400.00	5.00	4.40			
	Y	61.00	1952.00	50.00	84.00			
	LY	25.00	150.00	50.00	20.00			
	MP SUM	100000.00	100000.00	121587.00	115000.00			
	MP SUM	37000.00	37000.00	37455.00	40000.00			
	MP SUM	110000.00	110000.00	121400.00	130000.00			
	N FT	5.00	8500.00	5.00	5.00			
	N FT	4.00	1000.00	4.00	4.00			
			298652.00	336342.00	345968.00			

LOW BID

RECEIVED
APR 30 1960
FOR FILING
I-80N-6(042)2
5703

Salem, Oregon
April 28, 1960

Mr. L. I. Lindas
Chief Counsel

Supplemental Agreement
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County

Attached is a draft of an agreement covering the subject project. Will you please prepare six copies of the agreement in addition to any required by your division.

G. S. Paxson
Assistant State Highway Engineer

JDC:mm
Att.

cc: C. G. Swenson

SUPPLEMENTAL AGREEMENT DRAFT
4/28/60

THIS AGREEMENT, made and entered into this ____ day of _____, 1960, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and UMATILLA COUNTY, a political subdivision of the State of Oregon, by and through its County Court, hereinafter called "County";

WITNESSETH:

RECITALS:

1. In connection with the construction of the Deadmans Pass-Meacham Section of the Old Oregon Trail Highway, State Primary Highway No. 6, situated in Umatilla County, as a throughway, the State and County heretofore entered into a certain agreement dated October 22, 1958. It has now been determined by State and County that the aforesaid agreement should be superseded by this agreement in the manner hereinafter set forth in order to provide for the proper establishment, construction, and maintenance of the said section of said Old Oregon Trail Highway.

2. Pursuant to ORS 366.775 and ORS 374.075, State and County may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, or street.

3. Pursuant to ORS 374.060 and ORS 374.065, State is empowered, with the official approval of County, to close any street or road at or near its point of intersection with the throughway or to make provision for the carrying of the street or road over or under the throughway.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto

as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare the plans, obtain all right-of-way by purchase or otherwise, let and award all contracts, and supervise construction of the project.

2. State shall construct a frontage road along the northwesterly side of the throughway from Meacham County Road southeasterly and easterly to an intersection with the existing Old Oregon Trail Highway as shown colored in orange on the attached Exhibit "A."

3. State shall close the following roads at the following locations and in the following manner:

a. Meacham County Road at the easterly side of the frontage road described in paragraph 2 above and at the easterly right-of-way boundary line of the throughway as shown by red lines on the attached Exhibit "A."

b. Todd Street at those points as shown by means of red lines on the attached Exhibit "A."

c. Park Street at ~~those~~ that point as shown by means of red lines on the attached Exhibit "A."

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves said Exhibit "A" attached hereto and all of the provisions set forth under THINGS TO BE DONE BY STATE.

2. County, upon completion by State of the provisions as described in paragraph 2 under THINGS TO BE DONE BY STATE, agrees to assume maintenance of and jurisdiction over said frontage road as shown colored in orange on said Exhibit "A" at its sole expense.

3. County consents to the closure of those streets as described and set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

4. County agrees that no county roads will be constructed running into or intersecting the said throughway without first obtaining the written approval of State.

5. County agrees to execute this agreement during a duly authorized session of its County Court.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
Assistant State Hwy. Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

UMATILLA COUNTY, by and through its County Court

ATTEST:

_____
County Clerk

By _____
County Judge

By _____
County Commissioner

By _____
County Commissioner

JDG:mm
DRAFT, 4/28/60

RECEIVED
APR 27 1960

FOR FILING
J-80N-6(14)227

5703

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Supplemental Agreement
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County

Attached for transmittal to the Legal Division is a draft of an agreement covering the subject project.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

APPROVED
Asst. Const. Engr.

NOTED
G. S. PAXSON

RECEIVED
FOR FILING
I-80N-6(14)227
5703

When replying, refer to:
56-33.6

408 State Highway Building
Salem, Oregon

April 22, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-6(14)227, Deadmans Pass-Meacham Section, Meacham Overcrossing of U.P.R.R.

This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

Porter

C. C. Polk
Division Engineer

By:

D. M. Emrich
Acting Division Engineer

RECEIVED
FORM E-30X

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-80N 6(14)227

5703

Salem, Oregon
April 12, 1960

To:
MEMO TO THE FILES

SUBJECT: Deadmans Pass-Meacham
Paving and Structures
Old Oregon Trail Highway
FA Nos. I-80N-6(18)227
I-80N-6(14)227

Recently the Bureau of Public Roads asked us to investigate whether the structure at Station 800+78, being a county road crossing of the freeway at this point, could be justified.

Investigation was made into the matter and it was found that the cost of the county road overcrossing was approximately $76,000. A frontage road could be built on the westerly side of the highway southerly to the Meacham railroad overcrossing to connect with the county road going under this crossing. The cost of providing this service road is estimated at $25,000 plus nominal right of way costs.

In view of this, it does not appear that building of the county road crossing could be justified. City and County contacted the Umatilla County Court and they were agreeable to deletion of the crossing and the closing of the road at the right of way lines provided a service road was constructed as outlined above.

Verbal discussion was had with Mr. Polk and Mr. Jensen of the Bureau of Public Roads concerning this matter this date. The Bureau of Public Roads was in favor of the deletion of the overcrossing structure and stated that they would participate in the cost of the service road along the westerly side of the freeway.

In view of the above, it was decided to delete the structure and to build the service road. Construction of the service road is being provided for in the paving and structural contract. Additional right of way will be needed and a clause will be put in the contract delaying the contractor's work on this portion until such time as the right of way is obtained.

RECEIVED
APR 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
cc C. O. Polk
Forrest Cooper
Frank Hall
Ivan Merchant
R. L. Porter

RECEIVED
FORM E-123-X SOM 1-59 1960
FOR FILING
COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM
I-80N-6(15)227
5703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTE:
W. C. WILLIAMS

January 18, 1960

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Progress Voucher No. 1
Deadmans Pass-Meacham Section
Old Oregon Trail Highway
Umatilla County
Project No. I-80N-6(15)227

Dear Mr. Polk:

This letter is in reply to your Statement of Items for Administrative Review dated January 11, 1960.

Item No. 1 - File No. 27750 - Shillil
We find the citation under Item No. 1 to be in order and no protest is offered.

Item No. 2 - File No. 27924 - Pendleton Ranches, Inc.
We find the citation under Item No. 2 to be in order and no protest is offered.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:mr
cc: Mr. W. C. Williams
Mr. L. I. Lindes

RECEIVED
JAN 20 1960
OFFICE OF
DIVISION ENGINEER

32-1029 Enterprise Sec. of Enterprise- 1960
Lewiston, Wallowa Lake & Joseph-
#5704 Wallowa Hwys. (Paving)

RECEIVED
APR 13 1962

FOR FILE

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

3-10-1
5-1-4

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

AGENDA
APR 3 1962
3c-1
3c-1

March 13, 1962

Oregon State Highway Commission

Gentlemen:

Effective 8:00 a.m., Thursday, March 8, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Enterprise-Lewiston Highway, No. 11, (ORE3) between Mile Point 23.50 and Mile Point 23.74 in Wallowa County. Your concurrence is requested in the establishment of this speed zone.

This matter will be on the agenda for your consideration at the April 13 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
HOLD QUERY

E. R.

RECEIVED
APR 7 1961
Enterprise Section
FOR FILE

W. C Williams

NOTE: C. WILLIAMS

March 27, 1961

Contract No. 5704

32-1029

FINAL COST ANALYSIS

Paving

Contractor: E.H. Itschner Co.

Res. Engr: L. V. Blickenstaff

Prefix No. 32-1029

Enterprise-Lostine, Wallowa Lake & Joseph-Wallowa Hwy.

Item 5704

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Class B Asph. Concrete	27,511.87	Ton	5.20	4.72	130,130.42	143,061.72
*RS-2 Asphalt	2.87	Ton	50.00	114.24	327.87	143.50
*3/4"-0 Mat'l in Shoulders	5,489	Cu. Yd.	2.70	1.83	10,044.52	14,820.30
*Sprinkling	139	M-Gal.	3.00	3.03	421.17	417.00
**1/2"-1/4" Cr. Mat'l in S.P.	5,810	Cu. Yd.	2.75	2.55	14,840.80	15,977.50
**1/4"-#10 Cr. Mat'l in S.P.	5,575.40	Cu. Yd.	2.75	2.55	14,241.54	15,332.35
**1/4"-0 Cr. Mat'l in S.P.	2,196.70	Cu. Yd.	2.75	2.55	5,611.15	6,040.93
**Haul Adj. favor of Contractor	95	Yd. Mi.	0.12	0.12	11.40	11.40
*Force Account (State participation in flagging)					1,666.06	1,640.57
					177,294.93	197,454.27

Gross Revenue	$ 197,454.27
Total Cost	177,294.93
Net Profit	$ 20,159.34

Net Profit equals 10.21% of Gross Revenue

* Russell Olson Construction Co. (All or in part)
** L. L. Copes, Hauling Contractor (All or in part)

CRUSHING BREAKDOWN - Contract No. 5704

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	26, 125.14	Ton	924.69	.035
Drill and Shoot	26, 125.14	Ton	5, 548.70	.212
Feed Crusher	26, 125.14	Ton	4, 336.60	.166
Crushing	26, 125.14	Ton	12, 875.60	.492
Total Crushing Cost	26, 125.14	Ton	23, 685.59	.905
Move In and Set Up	19, 071.10	Cu. Yd.	911.26	.048
Drill and Shoot	19, 071.10	Cu. Yd.	5, 468.17	.286
Feed Crusher	19, 071.10	Cu. Yd.	4, 273.67	.224
Crushing	19, 071.10	Cu. Yd.	12, 688.74	.665
Total, Crushing Cost	19, 071.10	Cu. Yd.	23, 341.84	1.223
Load, Haul and Stockpile	13, 582.10	Cu. Yd.	18, 081.24	1.33
Total Cost Cr. Mat'l in S.P.	13, 582.10	Cu. Yd.	34, 675.10	2.553

The crushing plant operated 393.43 hours for an average of 97.66 cubic yards per working hour.

DETAIL OF COSTS - Contract No. 5704

Labor:			
Labor and Supervision		$ 11,591.83	
Labor Insurance		531.57	
Health and Welfare		84.87	
Travel-Transportation		14.43	
Pension		52.87	$ 12,275.57
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		21,462.07	
Gas, Oil and Grease		5,295.00	
Bond		638.10	
Explosives and Drilling		9,343.98	
Freight and Postage		213.66	
Home Office and General Overhead		3,066.06	
P.L. and P.D. Insurance		524.43	
Move In		1,229.46	
Small Tools and Misc. Supplies		1,541.64	43,314.40
Materials:			
60-70 Asphalt	1,386.73 Ton @ $24.04	33,338.76	
RS-2 Asphalt	2.78 Ton @ $54.60	156.70	
Freight on Asphalt	1,389.95 Ton @ $7.52	10,452.22	43,947.68
Work done by Others:			
Russell Olson Construction Co.		66,257.59	
L.L. Cope		11,499.69	77,757.28
	TOTAL COST		$ 177,294.93

Remarks - Contract No. 5704

This was a "State Project" consisting of the construction of 19.80 miles of asphaltic concrete pavement on two units, "A" and "B", involving 27,511.87 tons of asphaltic concrete and 5,489 cubic yards of crushed stone shoulders, and the furnishing of 13,582.10 cubic yards of crushed materials in stockpile on the Enterprise Section of the Enterprise-Lewiston, Wallowa Lake and Joseph-Wallowa Lake Highways in Wallowa County.

This project was bid and awarded May 10, 1960 and completed September 23, 1960.

The drilling crew moved onto and began drilling the quarry at M.P. 38.9 on the Enterprise-Lewiston Highway on June 4, 1960. The contractor completed drilling and shooting on Monday, June 20, 1960.

The contractor moved in his crushing plant and equipment on July 7 and 8, 1960. The plant was assembled Monday through Wednesday of the following week and production of crushed maintenance materials was started on July 15th. The crushing of maintenance rock was carried on til August 1st. Production of paving aggregates was started August 2nd.

Russell Olson Construction Company began moving in the asphalt mixing plant during the week of July 30th. The production and placing of asphaltic concrete began August 1st. Paving did not run continuously during the week owing to lack of oil. The paving was completed, after a few minor delays, on September 23, 1960.

The crushing plant operated continuously throughout the paving period.

The prime contractor made a very good profit on this project. This was due to the efficiency of operation, good weather and few delays.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
JAN 16 1961
FOR FILING
22-1039
5704

January 13, 1961

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

A letter dated January 10 has been received from Thompson Auto Supply, Enterprise, advising that Russell Olson Construction Co., subcontractor, owes them $434.35 for supplies furnished on the resurfacing project between Joseph and Enterprise.

This appears to be in connection with State Highway Contract No. 5704 with E. H. Itschner Co., prime contractor, for paving the Enterprise Section of the Enterprise-Lewiston, Wallowa Lake, and Joseph-Wallowa Highways in Wallowa County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Great American Insurance Company
Bond Department
320 California St.
San Francisco 26, California

NOTED ON CARD

Great American Insurance Company
407 Failing Building
Portland 4, Oregon

E. H. Itschner Co.
Molalla, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
JAN 16 1961
FOR FILING

January 13, 1961

Thompson Auto Supply
1109 Main Street
Enterprise, Oregon

Attention: Mr. George Thompson

Gentlemen:

This is to acknowledge your letter of January 10 stating that Russell Olson Construction Co. owes you $434.35 for supplies furnished last summer on the resurfacing project between Joseph and Enterprise.

In examining our records, Russell Olson Construction Co. was a subcontactor to E. H. Itschner Co., prime contractor, Molalla, on State Highway Contract No. 5704 for paving the Enterprise Section of the Enterprise-Lewiston, Wallowa Lake, & Joseph-Wallowa Highways in Wallowa County.

Contract No. 5704 was completed September 23, 1960, and accepted by the State Highway Commission December 12, 1960. The Great American Insurance Company, through Wells-Reed Insurance, 412 Failing Building, Portland 4, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

Enc.
CWH:fp

THOMPSON AUTO SUPPLY

AUTOMOTIVE SUPPLIES
ACCESSORIES

WHOLESALE
RETAIL

ENTERPRISE, OREGON
1109 MAIN STREET

TELEPHONE 141

January 10, 1960

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Re: Russell-Olson Const. Co.
Pendleton, Oregon

The above named account resurfaced the state highway between Joseph and Enterprise Oregon last summer.

During their operation, we extended credit to them for supplies in the amount of $434.35. All efforts to collect this account have have failed.

Any assistance you can give us in causing these people to pay their account will be appreciated.

Very truly,
Thompson Auto Supply

please reply

(Russell Olson # 5704
Sub Contractor, (Erase)
E. H. Itschner Co. Prime Contr.

RECEIVED
JAN 12 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
NOV 29 1960
FOR FILING

32-1027

5704

November 28, 1960

Great American Insurance Co.,
Wells-Reed Insurance
422 Failing Building
Portland 4, Oregon

Gentlemen:

State Highway contract #5704 for paving the Enterprise Section of the Enterprise-Lewiston - Wallowa Lake - Joseph-Wallowa Highways in Wallowa County was completed by the contractor, E. H. Fischer Co., on September 23, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $5,855.86 will be released to the contractor after acceptance by the Commission. The total contract amount is $197,454.27, of which amount $1,649.57 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: E. H. Fischer Co.,
Molalla, Oregon

RECEIVED
OCT 5 1960
FOR FILING

5704

October 24, 1960

Great American Insurance Co.,
Walla-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Ritchner Co., on contract #5704 for paving the Enterprise Section of the Enterprise-Lewiston - Wallowa Lake - Joseph-Wallowa Highways in Wallowa County.

This payment, in the amount of $56,151.38, will be released to contractor on or after November 3, 1960. The retained percentage is $5,874.71.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
OCT 1960
FOR FILING
32-1029

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

5704

Section Unit "A" Enterprise Highway Enterprise-Lewiston

County Wallowa MP_____ to MP_____ Contractor E. H. Itschner

Resident Engineer L. V. Hlickenstaff Inspector_____

Date Completed October, 1960 Date Reported October 11, 1960

Type and Thickness of Wearing Surface 1½" B A. C.___Oil Mat_____Seal.

(N,)S, E, W from MP or Sta. 43.0							N, (S,)E, W from MP or Sta. 29.5						
Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Mile	Test Run On Total	Test Run On Per Mi.	Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Mile	Test Run On Total	Test Run On Per Mi.
1	750	98	98	8	738	94	1	750	104	104	8	746	92
2	1500	187	89	9	822	84	2	1500	194	90	9	841	95
3	2250	284	97	10	908	86	3	2250	285	91	10	940	99
4	3000	375	91	11	1003	95	4	3000	378	93	11	1038	98
5	3750	468	93	12	1102	99	5	3750	467	89	12	1123	85
6	4500	557	89	13	1200	98	6	4500	557	90	13	1212	89
7		644	87				7		654	97			
Average Roughness Per Mile 92"							Average Roughness Per Mile 93"						

Remarks: This is overlay of A.C. over existing surface.

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

RECEIVED
OCT 1960
FOR FILING

32-1029

5704

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section Unit "B" Enterprise Highway Joseph-Wallowa Lake

County Wallowa MP _____ to MP _____ Contractor E. H. Itschner

Resident Engineer L. V. Blickenstaff Inspector _____

Date Completed October, 1960 Date Reported October 11, 1960

Type and Thickness of Wearing Surface 1½" BA. C. ___ Oil Mat _____ Seal.

N, (S,) E, W from MP or Sta. 65.0							(N,) S, E, W from MP or Sta. 71.0						
Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Base	Seal	Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Base	Seal
1	750	100	100				1	750	90	90			
2	1500	195	95				2	1500	179	89			
3	2250	306	111				3	2250	268	89			
4	3000	401	95				4	3000	360	92			
5	3750	493	92				5	3750	457	87			
6	4500						6	4500	553	96			
Average Roughness Per Mile 98"							Average Roughness Per Mile 92"						

Remarks: This is overlay of A.C. over existing surface.

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
[illegible] COOPER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

32-1029

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 23, 19 60

Section Enterprise

Highway Enterprise-Lewiston, Wallowa Lake & Joseph-Wallowa Lk. County Wallowa

Contractor E. H. Itschner & Co.

Date of contract May 10, 19 60

Date work started June 4, 19 60

Project authorization * $213,957.56

Exclusive of engineering * $198,742.80

Kind of work Paving & Rock Production

Section prefix 32-1029

Contract number 5704

Specified work days 80

Work days used 72

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering * $197,000.00

Estimated per cent overrun or underrun underrun 3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $15,214.76

Engineering cost to date $10,000.00, 67 %

Date project was completed Sept. 23, 19 60

* Incl. $36,932.50 for Maint. rock.

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor finished the shoulders on the Enterprise-Lewiston Highway and this finished the project.

This project was characterized by the high quality workmanship and willing cooperation of the E. H. Itschner Co. and the Russell Olson Company.

NOTED
J. H. CARLS

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1960

NOTED
M. N. Juve

NOTED
C. E. PAULSEN

Signed W. Blackenstaff

Address Box 73, Elgin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		19.80	22.83		19.80
Miles partially completed					
Miles completed		19.80			19.80
Total estimated quantities (contract)		4,460	13,430		26,400
Total quantities corrected to date		5,000	13,600		27,500
Estimated quantities moved or placed to date		5,000	13,600		27,500
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	Contractor worked 1½ days with 4 trucks, water wagon, blade and roller putting on shoulders.				
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday			

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1960
FORM E-80X 50M 7-59 22128
FOR FILING
32-1029
5704

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1960

SUBJECT: Enterprise Paving
Project Contract

To:

P. M. Stephenson
Assistant State Highway Engineer

Mr. Parson reports that the contractor on the Enterprise paving project advised him that he bid 20¢ higher than normal because the specifications included asphalt in the per ton AC bid. This contract consists of 26,400 tons of AC and 20¢ per ton amounts to $5,280.

In discussing this subject with Mr. V. G. O'Neil we were told that AC contracts are written up two ways:

Type 1 Asphalt is included in bid item for AC
This is used mostly where the contractor may be selling AC to outside parties or buying AC from a local plant, making it difficult to determine the exact amount of asphalt used.

Type 2 Separate bid items for asphalt and AC
This is used when there is no problem in figuring the exact amount of asphalt used.

In the case in point the contractor is a local plant owner and liable to be retailing AC while working on our project. Utilizing the Type 1 specification, however, apparently penalizes the State in this instance.

We don't know just how the situation could have been handled otherwise.

I. A. DeFrance
Main tenance Engineer

IAD:je
CC: A. F. Parson
Tom Edwards
V. G. O'Neil

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1960
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL - 5 1960

FOR FILING

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

32-1029

5704

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

July 5, 1960

E. H. Itschner Co.,
Kolalla
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5704, awarded May 10, 1960, for paving the Enterprise Section of the Enterprise-Lewiston - Wallowa Lake - Joseph-Wallowa Highways in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

134-1021 Div. No. 1 Paving Proj. 1960
on Farmington & Scholls
#5705 Hwys.

RECEIVED
JAN - 3 1961

NOTE:
W. C. WILLIAMS

December 19, 1960

FINAL COST ANALYSIS

Farmington & Scholls Hwys.
Contract No. 5705

Paving
Contractor: J. C. Compton
Resident Engineer: Lloyd R. Turk

Washington County
Prefix 134-1021-201(41)

134-1021

Item 5705

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Class B Asph. Concrete	16,337.08	Ton	5.10	5.20	84,952.81	83,319.11
3/4"-0 Mat'l in Shoulders	2,060.00	Cu.Yd.	2.10	2.61	5,364.66	4,326.00
Sprinkling	96.00	M-Gal.	2.00	2.00	192.00	192.00
PA#1 Bituminus S.S.1	4.58	Ton	60.00	60.00	274.80	274.80
PA#1 Class B Asph. Concrete	2,546.24	Ton	5.10	5.20	13,240.45	12,985.82
Force Account - Flagging					1,420.87	1,420.87
					105,445.59	102,518.60

Total Cost	$ 105,445.59
Gross Revenue	102,518.60
Net Loss	$ 2,926.99

Net Loss equals 2.86% of Gross Revenue

DETAIL OF COSTS - Contract No. 5705

Labor:					
Labor				$ 24,180.80	
Labor Insurance				2,879.54	$ 27,060.34
Equipment Rental & Miscellaneous Supplies:					
Equipment Rental, Owned				12,264.91	
Equipment Rental, Hired				5,564.95	
Gas, Oil and Grease				5,945.70	
Bond				757.97	
P.U.C.				261.83	
Telephone				134.97	
Travel Expenses				150.70	
A.G.C. Dues				95.35	25,176.38
Materials:					
Asphalt in Mix	1,083.05	Tons	@ $24.11	26,112.34	
Asphalt Freight	1,083.05	Tons	@ $1.90	2,057.80	
Plant Mix Aggregates	17,800.27	Tons	@ $1.24	22,072.33	
Shoulder Aggregates	2,060	Cu. Yds.	@ $1.44	2,966.40	53,208.87
TOTAL COST					$ 105,445.59

Remarks - Contract No. 5705

This was a "State Project" calling for paving of 16.20 miles of asphaltic concrete pavement with approximately 19,500 tons, and construction of 16.20 miles of stone shoulders involving approximately 2,060 cubic yards on Scholls and Farmington Highways in Washington Counties.

Contract was bid and awarded May 10, 1960. The contractor started working june 16, 1960 and ran out of crushed material causing a delay. The crew was moved to another project until more material could be crushed. Work was resumed and the project was completed August 19, 1960. All aggregates were purchased from a Beaverton firm known as B. & D., and the material was crushed from the old Baker quarry on Farmington Highway which necessitated long haul for part of the material.

Equipment used on the project: Paving plant, Barbur-Greene paver, three rollers, blade, water wagon, power broom, D6 dozer, eight dump trucks and miscellaneous small tools.

Contractors equipment was in good shape and supervision was very good but low bid prices was responsible for the loss incurred.

M.N. Juve
Chief Cost Analyst

By

Harry R. Sturgis

RECEIVED
NOV 10 1960
FOR FILING
134-1021

5705

November 9, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5705 for paving Division #1 on the Scholls and Farmington Secondary Highways in Washington County was completed by the contractor, J. C. Compton Co., on August 5, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $3,066.69 will be released to the contractor on or after November 19, 1960. The total contract amount is $102,518.60, of which amount $1,420.87 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

da

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
P. O. Box 117
McMinnville, Oregon

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OCT 13 1960
FOR FILING

134-1121
5/5

October 12, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 64h Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co., on contract #5705 for paving Division #1 on the Scholls and Farmington Secondary Highways in Washington County.

This payment, in the amount of $15,371.96, will be released to contractor on or after October 22, 1960. The retained percentage is $3,031.89.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

RECEIVED
OCT . 1960

FOR FILING

134-1021

5705

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section Division I Paving Project Highway Farmington

County Washington MP _____ to MP _____ Contractor J. C. Compton

Resident Engineer L. Turke Inspector _____

Date Completed September, 1960 Date Reported October 4, 1960

Type and Thickness of Wearing Surface 1½" B A. C. ___ Oil Mat _____ Seal.

N, S, E, W from MP or Sta. Jct. Hillsboro-Silverton Hwy.							N, S, E, W from MP or Sta. Beaverton						
Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Mile	Test Run On Total	Test Run On per mi.	Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Mile	Test Run On Total	Test Run On per mi.
1	750	92	92	7	687	104	1	750	96	96	7	665	93
2	1500	187	95	8	787	100	2	1500	193	97	8	752	87
3	2250	283	96	9	883	96	3	2250	291	98	9	843	91
4	3000	375	92				4	3000	386	95			
5	3750	475	100				5	3750	482	96			
6	4500	583	108				6	4500	572	90			
Average Roughness Per Mile 98"							Average Roughness Per Mile 93"						

Remarks: This is new wearing surface over existing AC and oil mat.

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section Division I Paving Project Highway Scholls

County Washington MP _____ to MP _____ Contractor J. C. Compton

Resident Engineer L. Turke Inspector _____

Date Completed September, 1960 Date Reported October 4, 1960

Type and Thickness of Wearing Surface 1½" B A. C. ____ Oil Mat _____ Seal.

N, S, (E,) W from MP or Sta. Scholls							N, S, E, (W) from MP or Sta. Progress						
Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Mile	Test Run On Total	Test Run On per mi.	Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Mile	Test Run On Total	Test Run On per mi.
1	750	88	88	7	574	82	1	750	105	105	7	649	87
2	1500	168	80	8	677	103	2	1500	201	96	8	745	96
3	2250	244	76	9	782	105	3	2250	299	98	9	830	85
4	3000	325	81				4	3000	392	93			
5	3750	405	80				5	3750	477	85			
6	4500	492	87				6	4500	562	85			
Average Roughness Per Mile 87"							Average Roughness Per Mile 92"						

Remarks: This is new wearing surface over existing AC or oil mat.

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED

Form E-1—(Rev.)—

134-1021

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 1960

Section Division No.1 Paving Project

Highway Scoils & Farmington County Clackamas

Contractor J. C. Compton Company

Date of contract May 10, 1960

Date work started June 16, 1960

Project authorization $119,121.75

Exclusive of engineering $110,650.87

Engineering authorization $8,470.88

Engineering cost to date $8,424.26, 99.45%

Kind of work Paving

Section prefix 134-1021

Contract number 5705

Specified work days 60

Work days used 35

Per cent of time elapsed 75%

Estimated cost of completed project, exclusive of engineering $107,650.87

Estimated per cent overrun or underrun - 2.8%

Per cent of contract completed, based on estimated cost 100%

Date project was completed August 19, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi Final Estimate submitted on this date.
This will be the last weekly report.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1960

NOTED-- CE ACE ACE COE

NOTED
C. E. PAULSEN

Signed Lloyd R. Turk, Res. Eng'r.

Address P.O. Box 4699 Sellwood Station, Portland 2,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0	18.55	0	0	18.55
Miles partially completed	0	18.55	0	0	18.55
Miles completed	0	18.55	0	0	18.55
Total estimated quantities (contract)	0	2,060.00 CY	0	0	19,600 T
Total quantities corrected to date	0	2,060.00 CY	0	0	18,883.32 T
Estimated quantities moved or placed to date	0	2,060.00 CY	0	0	18,883.32 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Rain		
Saturday			

RECEIVED
JUN - 1 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

134-1021

5205

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 31, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5705, awarded May 10, 1960, for paving Division #1 on the Scholls and Farmington Secondary Highways in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

326-1703 Gresham (SE Lawrence St.) 1960
Grad. & Pav. Proj.
#5706

Sp. State Tax Street Fund 38

FORM E-128-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
Harold C. Ayers

NOTED
H. S. COX

RECEIVED
DEC 21 1960
ENGINEER
COUNTY & CITY RELATIONS

December 20, 1960

NOTED
C. G. SWENSON

Mr. George H. McAllister
City Attorney
City Hall
Gresham, Oregon

Re: S. E. Lawrence Avenue
Project in Gresham

Dear Mr. McAllister:

This is in response to your inquiry of a few days ago concerning the final cost and billing to the City for the Special City Allotment Project on S. E. Lawrence Avenue in Gresham. I am attaching a copy of the itemized statement of final cost dated December 16, 1960.

You will note that the total cost of the project was $38,639.43. The agreed participation by the State was $20,000, leaving the cost to be borne by the City of Gresham $18,639.43. The City has made an advance deposit in the amount of $18,000, and the City will be billed for an additional amount of $639.43.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. C. G. Swenson
Mr. C. H. Maison

NOTE
JOHN D. GRAHAM

RECEIVED
DEC 21 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

NOTED
H. S. COX

December 19, 1960

NOTED
C. G SWENSON

Mrs. Ruth Hillis
City Recorder
Gresham, Oregon

NOTED
Harold C. Ayers

Dear Mrs. Hillis:

Final costs are now available on the Special City Allotment project on SE Lawrence Avenue and, as shown in the attached statement of final costs, the City is to pay an additional $639.43. A billing in this amount will be forwarded to you by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTM

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/12/60	44 633		

NOTED
H. S. COX

NOTED

INVOICE NUMBER

67807

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

•
•
•
• Attn: Mrs. Ruth Hillis, City Recorder

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: City's share of cost of ~~Lawrence~~ Lawrence Avenue grading, curbs, base, and paving project. Covered by agreement dated May 10, 1960.		NOTED Harold C. Ayers	
Advance Deposit			$10,000.00
As per attached statement:			
Total Cost $30,639.43 Agreed State Share 20,000.00			
Agreed City Share			10,639.43
Balance due			$ 639.43

RECEIVED
DEC 19 1960
ENGINEER
COUNTY & CITY RELATIONS

AC[illegible] REQUEST

A 150 (REVISED 7-60)

RECEIVED
NOV 21 1960
FOR FILING
226-1703
5706

November 18, 1960

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

State Highway contract #5706 for grading-paving SE Lawrence Street in Gresham, Multnomah County, was completed by the contractor, Oregon Asphaltic Paving Co., on September 28, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $1,055.64 will be released to the contractor on or after November 28, 1960. The total contract amount is $34,573.02, of which amount $203.97 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Oregon Asphaltic Paving Co.,
1220 S.E. 190th Avenue
Portland
Oregon

RECEIVED
OCT 13 1960
FOR FILING

5-1-17-3
5706

October 12, 1960

Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

It is the intention of the State Highway Commission to release to Oregon Asphaltic Paving Co., a portion of the funds heretofore retained by the Commission on contract #5706 for grading-paving SE Lawrence Street in Gresham, Multnomah County.

This payment, in the amount of $8,041.07, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,031.23. The present payment will be released on or after October 22, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

326-1703

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 30, 1960

Section Gresham (Lawrence St.)

Kind of work Grading and Paving

Highway City Street County Multnomah

Section prefix 326-1703

Contractor Oregon Asphaltic ~~X~~ Paving Co.

Contract number 5706

Date of contract May 13, 1960

Specified work days 70

Date work started June 16, 1960

Work days used 63

Project authorization . . . . . $ 37,474.31

Exclusive of engineering . . . . $ 34,809.47

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 34,598.61

Estimated per cent overrun ~~underrun~~ . . . . . 0.3 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 2,664.84

Engineering cost to date $ 2950.00, 110 %

Date project was completed September 28, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Completed paving street intersections on Monday. Also ~~mix~~ placed 3/4"-0 behind sidewalk at driveways and completed general clean-up.

A. E. Johnson and Ed Hunter inspected project and noted minor descrepencies. These were corrected Wednesday and project is considered complete.

"FINAL REPORT"

NOTED

CONSTRUCTION DIVISION
RECEIVED
OCT 3 1960
NOTED- DE ACE ACE COE

Signed Robert V. Bothman

Address Portland 2,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.27	0.27			0.27
Miles partially completed					
Miles completed	0.27	0.27			c 0.27
Total estimated quantities (contract)	3,300	2,500			1,070
Total quantities corrected to date	3,630	2,844			1,005
Estimated quantities moved or placed to date	3,630	2,844			1,005
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					5
Men	4				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons	2				
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday			
Friday			
Saturday			

RECEIVED
JUN 14 1960
FOR FILING

FORM E-188

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

226-1703
5706

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

June 14, 1960

Oregon Asphaltic Paving Co.,
1220 SE 190th Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5706, awarded May 13, 1960,
for grading-paving SE Lawrence St.,
in Gresham, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

NOTED
V. R. JONES

May 17, 1960

NOTED
C. G. SWENSON

Mrs. Ruth Hillis
City Recorder
Gresham, Oregon

NOTED
H. S. COX

Dear Mrs. Hillis:

We have received the City's advance deposit of $18,000 and Contract No. 5706 has been awarded to the Oregon Asphaltic Paving Company for the reconstruction of S. E. Lawrence Street.

Enclosed for the City's records and information is a set of plans and specifications.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm
Encl.

RECEIVED
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FOR FILING
326-1703
5706

#5706

Salem, Oregon
May 12, 1960

Ap. State Jay St. Funds #38

$250,000 Fund Agreement
City of Gresham

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: Mr. H. C. Ayers
Field Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Gresham covering the Special City Allotment project on S.E. Lawrence Street in Gresham.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder in Gresham.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: $250,000 Fund Agreement
City of Gresham

Attached are three copies of an agreement covering the Special City Allotment project on S. E. Lawrence Street in Gresham. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/16/59.

H. C. Ayers.

H. C. Ayers
Field Engr., County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59, Misc. Page 16

Floyd Quenzy
Secretary

RECEIVED
MAY 13 1960
FOR FILING
326-1703
5706

8

May 12, 1960

Ruth Willis, City Recorder
City Hall
Gresham, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Gresham a fully executed copy of an agreement between the State Highway Commission and the City of Gresham covering the Special City Allotment project on S.E. Lawrence Street in Gresham.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

May 10, 1960

Mrs. Ruth Hillis
City Recorder
Oresham, Oregon

NOTED
Harold C. Ayers

Dear Mrs. Hillis:

On May 10, 1960, the State Highway Commission received bids on the S. E. Lawrence Street construction project. The low bid was submitted by Oregon Asphalt Paving Company, and the revised estimate based on this low bid is as follows:

Contractor's bid items	$32,810.50
State's share of flagging	250.00
Clearing of sidewalk areas	250.00
12½% engineering & contingencies	4,163.81
Survey	600.00
Total Anticipated Cost.	$38,074.31

As per the agreement between City and State, the City is to pay all costs in excess of $20,000. Will you please forward a check in the amount of $18,000 made payable to the Oregon State Highway Commission at your earliest convenience as a contract cannot be awarded until the City's deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm

$18,000 Check rec'd
5-13-60

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

April 21, 1960

Mrs. Ruth Hillis
City Recorder
City Hall
Gresham, Oregon

NOTED
V. R. JONES

Dear Mrs. Hillis:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project on S. E. Lawrence Street. Enclosed are two copies of an agreement covering this project.

It would be appreciated if you would have the City Council pass a resolution similar to the enclosed sample authorizing the Mayor and yourself to sign the agreement. Please include two copies of this resolution with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will you and the Mayor please sign both copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return both signed copies to this office prior to April 29, 1960. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Agreement received
4-27-60

C. G. Swenson
County and City Relations Engineer

[redacted]
Encl.

Gresham (S E Lawrence Ct).
Grade and Pave

NOTED
JOHN D. GRAHAM

Estimate

NOTED
Harold C. Ayers

NOTED

Item No	Item	Quantity	Unit Price	Amount
1	Clearing and Grubbing	All Specified		700.
2	Drainage Ex. Unc	350 C.Y.	3.00	1050.00
3	General "	3300 "	0.75	2475
4	Trenching Backfill & Tipe	0.26 Mile	1100.00	260.00
5	8" Sewer Pipe	210 Lin Ft	1.50	315.
6	12" "	1600 " "	2.00	3200.00
7	Extra Ex Pipe Unclass	34 " "	3.00	102.00
8	Concrete Inlets Type C	12 Only	90.00	1080.00
9	Replacement of Manholes	5 "	100.00	500.00
10	Concrete Curbs	76 Lin.	45.00	3420.
11	Concrete Driveways	180 Sq Yds	4.00	720.
12	Concrete Walks	1000 " "	4.00	4000.
13	Coarse Crushed Material in Base	2000 C.Y.	2.75	5500.
14	3/4" " Material in Base	500 " "	2.85	1425.
15	Sprinkling	60 M Gals	3.00	180.00
11	Class "E" Asphaltic Concrete	10,700 Tons	7.50	8025.00 ~~6955~~
				32952 ~~21882~~
	Anticipated Items.			
	Clearing & grubbing concrete walk areas			250.00
				33202 ~~22132~~
			17" 7 20	41505.25 ~~41625~~
				$ 36,145.50
			Eng	2.50
				36,148.50

$ 38,500
Agreement prepared

RECEIVED
FEB - 3 1960
FOR FILING

2-3-60

W. C. WILLIAMS

326.1703
5706

LOCATION PROSPECTUS
S. E. ROBERTS AVENUE TO S. E. SPRUCE AVENUE SECTION
S. E. LAWRENCE STREET, GRESHAM
MULTNOMAH COUNTY

The following prospectus is submitted concerning the above-mentioned section of S. E. Lawrence Street in Gresham. The overall length of the project is 0.28 mile.

This will be a location survey to prepare plans, specifications, and estimates for grading, drainage, and paving on existing alignment.

The typical section will consist of a 36-foot curbed street section with Class "C" curbs. The approved base design by G. L. Decker is:

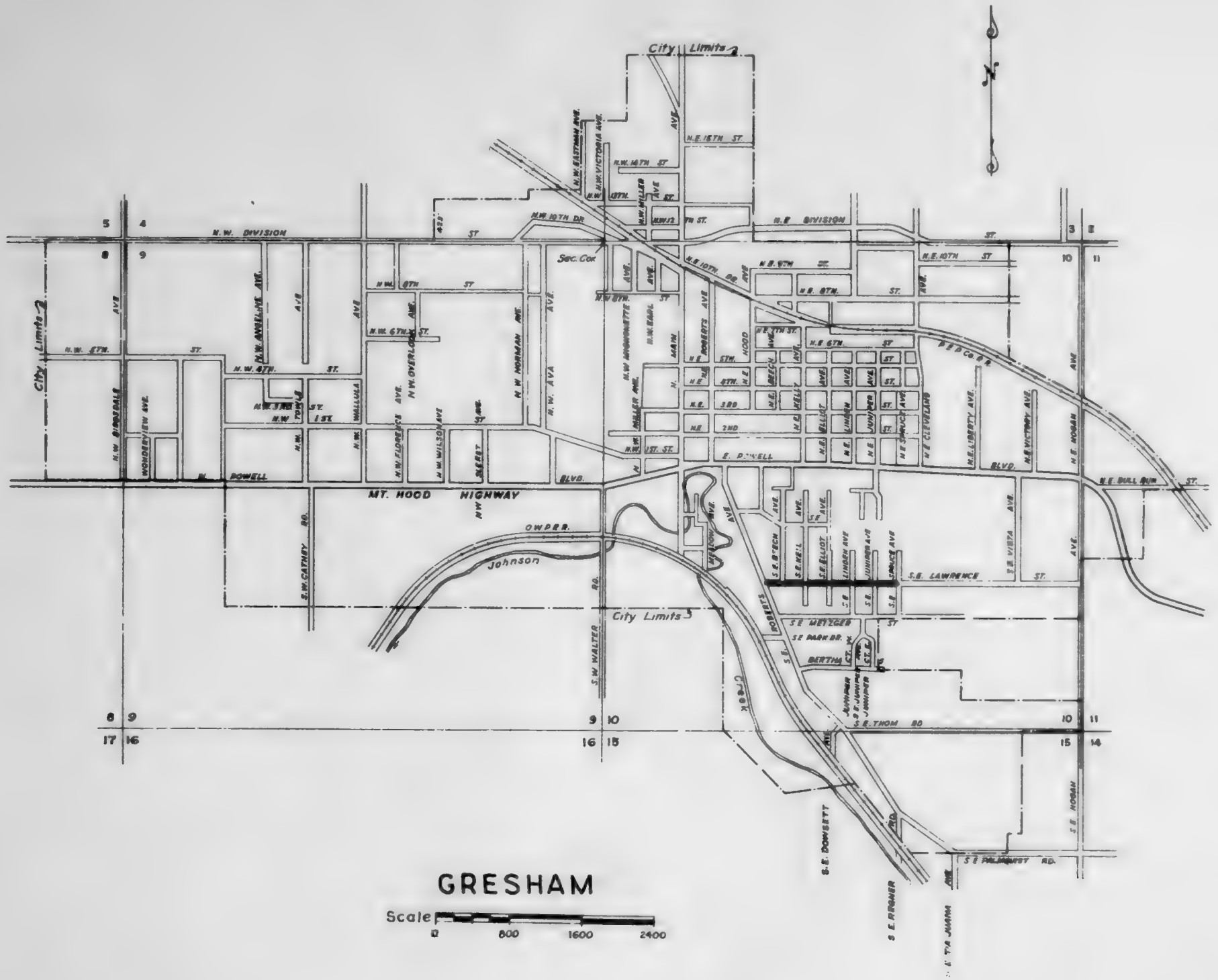
Paving, Base and Wear	3" Asphaltic Concrete
Top Course, Base	2" 3/4"-0 Crushed
Bottom Course, Base	8" Coarse Crushed
Total Depth	13"

Final agreements with the city will be necessary.

February 3, 1960

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
A. E. Johnson (3)
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright


City Limits
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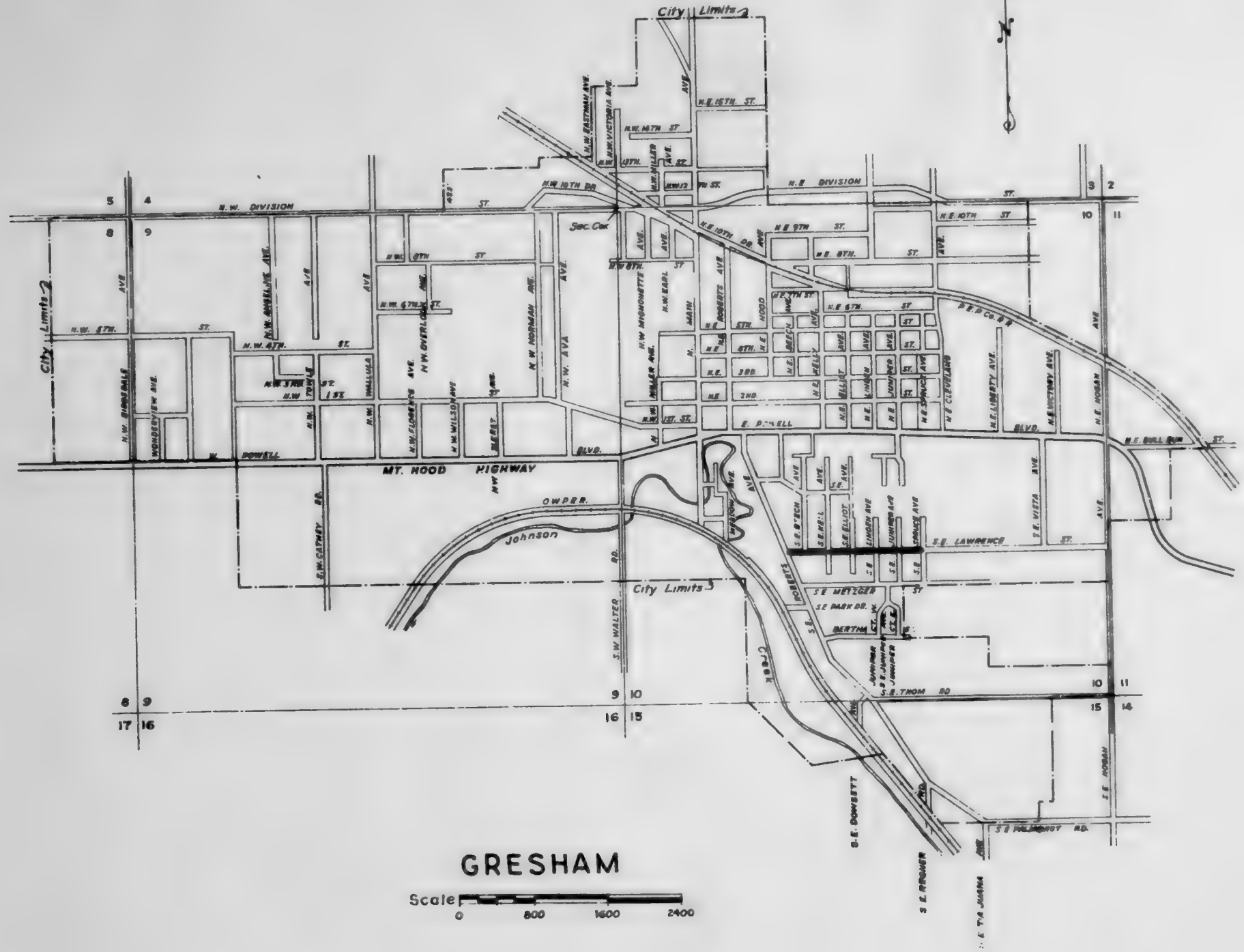
City Limits
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N.W. GLISAN AVE.
N.W. OVERTON AVE.
N.W. NORTHRUP AVE.
N.W. AVA
N.W. EARL
N.W. ROBERTS AVE.
N.E. HOOD AVE.
N.E. BRECH AVE.
N.E. WELLS AVE.
N.E. ELLIOT AVE.
N.E. LINDEN AVE.
N.E. SPRUCE AVE.
N.E. CLEVELAND AVE.
N.E. LIBERTY AVE.
N.E. VICTORY AVE.
N.E. HOSAN AVE.
N.E. BULL RUN ST.
N.W. 1ST ST.
E. POWELL BLVD.
MT. HOOD HIGHWAY
OWPBR.
Johnson
S.W. CATHY RD.
S.W. WALTER RD.
City Limits
S.E. LAWRENCE ST.
S.E. MEIZGER
S.E. PARK DR.
S.E. THOM RD.
S.E. DOWELL
S.E. REGNER AVE.
S.E. HOSAN
S.E. TH JUDAH AVE.
GRESHAM
Scale
0
800
1600
2400

NOTED
C. G. SWENSON

December 18, 1959

Mrs. Ruth Hillis
City Recorder
Gresham, Oregon

Dear Mrs. Hillis:

On 12/16/59, the State Highway Commission approved a cooperative construction project on S.E. Lawrence Street from S.E. Roberts Avenue to S.E. Spruce Avenue under provisions of the Special City Allotment fund act.

The project was approved on the basis that the City pay all costs in excess of $20,000. You will be contacted in the near future to work out the details and negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By: C. G. Swenson
County and City Relations Engineer

HCA:mm

GEORGIA STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PROPOSED — PROPOSED

Jurisdictional System Savannah Sub-Urban Area — S.E. Expressway — City of Evasham — County Multnomah — Prefix

No. — Length of Project 0.27 Miles. — Sta. — to Sta. — Date 7-17-59

TYPICAL SECTIONS Traffic Classif. - Medium

SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS COMPLETED AT THE REQUEST OF H. C. AYERS, COUNTY - CITY.

RECEIVED
JUL 21 1959
ENGINEER
COUNTY & CITY RELATIONS

3" of A.C.
2" of 3/4"-0 level course.
8" of cr. rock or cr. gravel base
Soil
Loam 2

30 LL
4 PI
45 #200
45 #10 Silt
45 #10 Clay
Poor Value

7-17-59

Required Base & Surf. Crushed	Required Base & Surf. Not Crushed	Designed Base & Surf. Dist. Attch.	Designed Base & Surf. Not Dist.	
			3	A.C.
			2	Level
			8	Cr. Base
13			13	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [redacted] Soils Engineer

Recommended by [redacted] Construction Engineer

Recommended by C. F. Hagemann, Jr. Engineer of Materials

Approved by [redacted] Deputy State Highway Engineer

RECEIVED
JUN 10 1959
ENGINEER
COUNTY & CITY ENGINEERS

6-3-59

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Gresham is an incorporated city of the State of Oregon, and has a population of 3432, as given by the latest official census, and

WHEREAS, the following streets of said city, S. E. Lawrence

Form cc-50 (1953 Rev.)
Special City Allotment

BETWEEN S. E. ROBERTS AND S. E. SPRUCE

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

S. E. Lawrence from S. Roberts Avenue to the East line of S. E. Spruce

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Gresham does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Councilman Stafford Dowsett as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3rd day of June, 1959.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

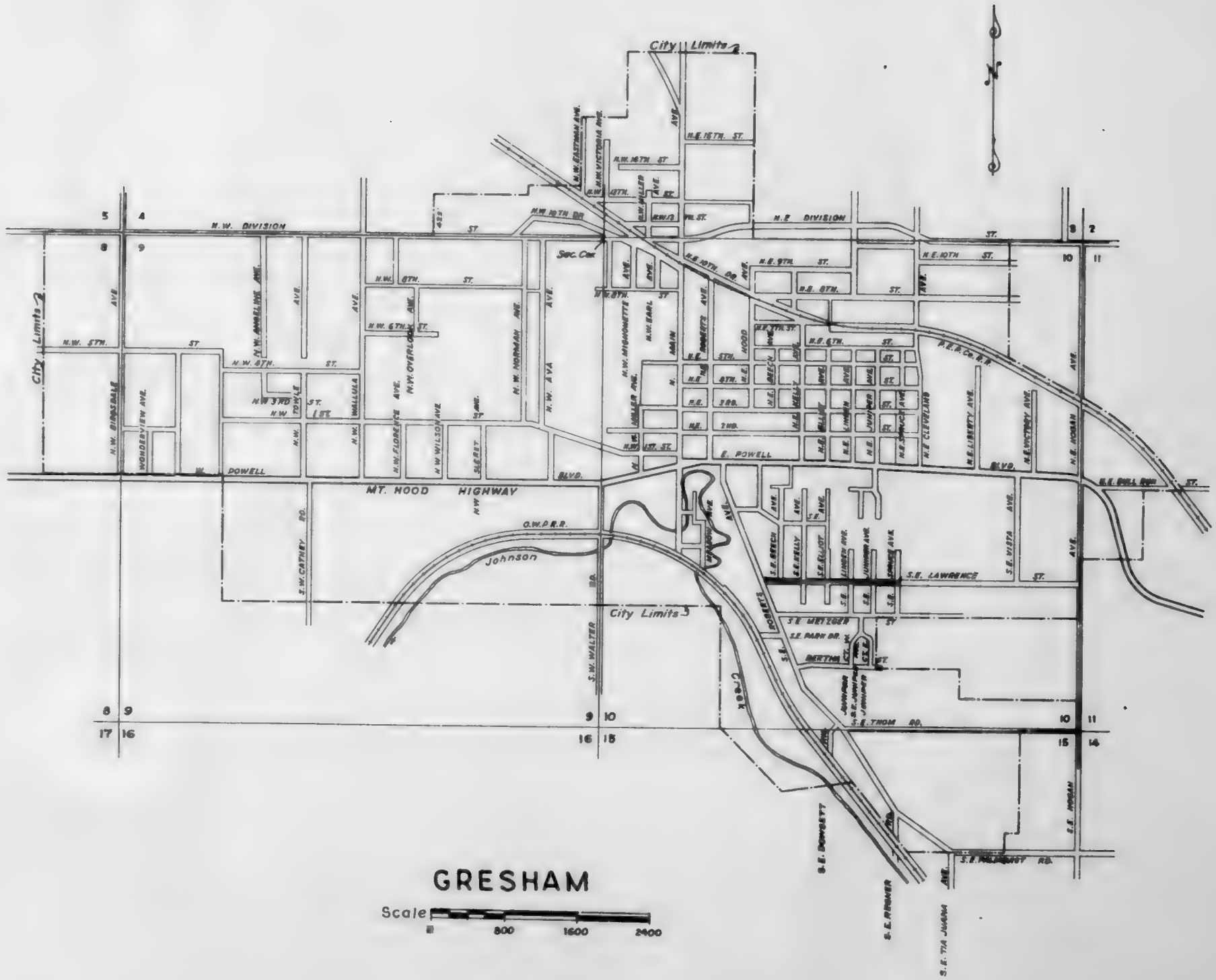
---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Gresham at a regular or special meeting of said Council, held on the 3rd day of June, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of June, 1959.

Ruth Ellis
City Recorder

Form cc-50 (1953 Rev.)



GRESHAM

Scale 800 1600 2400

Rev 2-21-81

FORM E-10X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 27, 1959

To: G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

SUBJECT: Extension of Cleveland Avenue
City of Gresham

I have your letter from the City of Gresham in regard to the extension of Cleveland Avenue, which you discussed with me over the phone recently.

I met yesterday with Ruth Hillis, City Recorder, Mr. Stafford Dowsett, Chairman of their Street Committee, and Mr. Pat Vessello, City Superintendent, and discussed with these people some problems they have had negotiating with the people on the Cleveland Avenue extension south of Powell Boulevard. The city has had some trouble negotiating with the parties involved, however, it appears that any difficulty they previously had has been taken care of. I advised these people that Cleveland Avenue south of Powell Boulevard is not a responsibility of the state. Cleveland Avenue from Powell southerly has been graded, however there has been no maintenance and the road is quite rough.

The city is also quite interested in the improvement of S. E. Lawrence Street to the connection of Roberts Avenue, and from there to the Mt. Hood Highway. They would like to discuss with our City-County Relations people the possibility of a Special City Allotment Program.

A. G. SKELTON
Division Engineer

AGS:w
Encl.

NOTED

S-446(1)	Ochoco Jct.-Howard School Sec. of Ochoco Ranger Sta. Rd. (Grad. & Oiling)	1960
#5707		

C&A
2207
4-15-60

S-446(1) Ochoco Jct.-Howard School Sec. of Ochoco Ranger Sta. Rd. (Grad. & Oiling) 1960

#5707

RECEIVED
JUN 18 1963
FOR FILING

C-4416(1)
5707

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENTAL CORRESPONDENCE

Salem, Oregon
June 17, 1963

To: Mr. C. H. Maison
Auditor
BUILDING

SUBJECT: Claim of Hudspeth Land and Livestock Company
Ochoco Junction-Howard School Sec.
Crook County
Contract #5707

By copy of letter dated May 1, 1963, addressed to Mr. James F. Bodie, attorney, we forwarded to you an executed release of the above claim, and asked that you issue a draft in the amount of $1705.05 in accordance therewith. As you then discovered, Commission approval for payment of this claim had not been obtained, and the release was returned to the Legal Division.

Payment of this claim was approved at the June 10, 1963, Commission meeting, under Agenda Item 2-i. Accordingly, this is to request that you now issue a draft in the amount of $1705.05, payable to "Hudspeth Land and Livestock Company and James F. Bodie, its attorney," and forward the same to Mr. Bodie at P. O. Box 356, Prineville, Oregon.

We enclose a copy of our letter of even date to Mr. Bodie, advising him of these developments. Will you kindly let us know when this payment has been finalized.

ALAN H. JOHANSEN
Staff Attorney

NOTED
R. L. PORTER

AHJ:ks
attach.

cc: R. L. Porter
F. D. Morgan
Dean Swift
G. E. Rohde

RECEIVED
JUN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 17, 1963

Mr. James F. Bodie
Attorney at Law
P. O. Box 356
Prineville, Oregon

Re: Trespass in Quarry
Ochoco Jct.-Howard School Sec.
Crook County
Claim by Hudspeth Land & Livestock Co.

Dear Mr. Bodie:

Subsequent to our letter of May 1, 1963, it was discovered that formal approval of the Highway Commission for payment of this claim had not previously been obtained. This has now been accomplished, and we have asked our Accounting Division to issue a draft, which should be forthcoming in the near future.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: R. L. Porter
F. D. Morgan
Dean Swift
C. H. Maison
Owen M. Panner

RECEIVED
JUN 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 12 1963
COMMISSIONERS FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

S-2146(1)

5707

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 4, 1963

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mr. Cooper

Oregon State Highway Commission

Re: Claim of Hudspeth Land and Livestock Company
Ochoco Junction-Howard
School Section
Crook County
Contract No. 5707

Gentlemen:

The above named claimant has commended an action against Stanley Wilt, prime contractor, and N. A. Toole, subcontractor, on the above project, for damages to the company's property arising out of the contractors having removed rock material outside the boundaries of the state-owned quarry which was made available to them for this job.

A resurvey clearly establishes that 34,101 tons of material was removed from the Hudspeth land. The material in the quarry was extremely poor and every effort was made to select the better materials available. State personnel were at the quarry regularly. No one was aware that the boundaries of the site were being exceeded.

The contractors feel that the error was not theirs, and since the State received and used the material it should participate in the settlement. A proposal has been made to settle the case for some $2,200.00, with the Commission to pay $1,705.05, or five cents per ton for the material taken and used. Appropriate releases by Hudspeth Land and Livestock have been executed. The proposal seems to be fair and bears the recommendation of the Engineering Department and the Chief Counsel.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

G. E. ROHDE
Assistant Counsel

RECEIVED
JUN 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

cc: Forrest Cooper
R. L. Porter
Lloyd Shaw
P. M. Stephenson
Tom Edwards
Floyd Query
C. H. Maison
Robert Y. Thornton
John Phillips
I. A. DeFrance

GER:hg

RECEIVED
FORM E-123X 50M 2-63
MAY 3 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 1, 1963

Mr. James F. Bodie
Attorney at Law
P. O. Box 356
Prineville, Oregon

Re: Trespass in Quarry
Ochoco Jct.-Howard School Sec.
Crook County
Claim by Hudspeth Land & Livestock Co.

Dear Mr. Bodie:

We are in receipt of the letter from Mr. Panner dated April 29, 1963, with which he encloses a Release executed by your clients.

Accordingly, by copy of this letter to our Accounting Division, we are asking that they cause to be issued and transmitted to you a draft in the amount of $1705.05, payable to "Hudspeth Land and Livestock Company and James F. Bodie, its attorney."

It appears that receipt of such remittance by you will fully conclude this matter.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
cc: Mr. O. M. Panner
Mr. C. H. Maison
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. Dean Lindas

NOTED
R. L PORTER

RECEIVED
MAY 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 10 1963

FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

April 9, 1963

5701

Mr. James F. Bodie
Attorney at Law
P. O. Box 356
Prineville, Oregon

Re: Trespass in Quarry
Ochoco Jct.-Howard School Sec.
Crook County
Claim by Hudspeth Land & Livestock Co.

Dear Mr. Bodie:

This will acknowledge receipt of your letter of April 4, 1963, inquiring as to our requirements for a form of release in this matter.

We do not have any particular form of release applicable to this type of situation. Accordingly, we ask only that you prepare a release acceptable to Mr. Panner, which releases all parties including the "State of Oregon, by and through its State Highway Commission, and all of its or their officers, agents and employees."

Upon receipt of a signed copy of such a release, we will proceed to process a draft in the amount of $1,705.05 for transmittal to you, payable to "Hudspeth Land & Livestock Company, and James F. Bodie, its attorney."

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
cc: Mr. Owen M. Panner
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. Dean Swift
Mr. L. I. Lindas

RECEIVED
APR 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 5707
F-4411(3)

OREGON STATE HIGHWAY DEPARTMENT
Maintenance Division
Salem, Oregon
August 15, 1962

Oregon State Highway Department Maintenance forces, assisted by Crook County Road Department forces, oiled 3.4 miles, 20' wide, using O-7 treatment, Ochoco Junction-Howard School section of FAS 831 in Crook County per Order for State Force Work dated June 8, 1962. All costs are to be evenly divided between the State and County. The work was done on June 18-19, 1962.

State Forces:

Labor:

278 man hours (Includes 74 hrs overtime and 15 man days per diem @ $5.00)		$1,000.13

Equipment Rental:

#58-105	Chev. Pickup	2 shifts @	$ 2.60	$ 5.20	
#59-231	Chev. Truck	2 shifts @	5.00	10.00	
#60-244	Chev. Truck	1 shift @	5.00	5.00	
#56-858	Loader	2 shifts @	5.60	11.20	
#56-640	Ford Tractor	1 shift @	2.80	2.80	
#58-807	Power Broom	1 shift @	1.20	1.20	
#58-101	Chev. Pickup	2 shifts @	2.60	5.20	
#56-338	Ford Truck	2 shifts @	11.60	23.20	
#59-525	Oiler	2 shifts @	15.60	31.20	
#59-466	GMC Truck	2 shifts @	11.60	23.20	
#51-1670	Roller	2 shifts @	7.80	15.60	
#59-837	Tilt Trailer	2 shifts @	2.20	4.40	
#50-829	Tank Trailer	2 shifts @	6.75	13.50	151.70

Material and Supplies:

160 gals.	Gasoline @ $0.2307	$ 36.91	
2 qts.	Motor oil @ $0.16	.32	
280 gals.	Gasoline @ $0.2117	59.28	
19 qts.	Motor oil @ $0.16	3.04	
1 lb.	Grease @ $0.12	.12	
2 rolls	Kraft paper @ $3.00	6.00	
968 cu.yds.	Crushed aggregate @ $2.42	2,342.56	
---	Lab. charge on asphalt	36.00	
100.98 tons	200-300 Asphalt @ $32.40	3,271.75	
---	Plus 3¼ hrs. extra unloading time on asphalt @ $8.00	26.00	
			5,781.98

Overhead and Supervision: 687.79

Sub-Total: $7,621.60

County Forces:

Labor:

65 man hours $ 240.51

Equipment Rental:

6 Heavy Trucks	1 shift ea. @ $11.60 ea.	$69.60	
1 Ten Ton Roller	1 shift ea. @ 14.40 ea.	14.40	84.00

Material and Supplies:

171 gal.	Gasoline @ $0.2117	$36.20	
4 qts.	Motor oil @ $0.16	.64	
25 gal.	Diesel @ $0.1132	2.83	39.67

Overhead and Supervision: 34.97

Sub-Total:	$ 399.15
Total Cost:	$8,020.75
State's Share of Cost:	$4,010.38
Crook County's Share of Cost:	$4,010.37
Less Expenditures by County:	399.15
Balance of Costs Due from Crook County:	$3,611.22

Credit Distribution:

207-1038-249	$3,258.85
4842-100	325.88
5901-831	14.87
5901-840	11.62

WLM:sg

Form A-181

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

John Herr
Dean Swift
A. W. Bates
Ernest Scrivner
H. S. Cox ✓
Files
Files

Address invoice to:

Crook County

Prineville, Oregon

Attention of Judge Erwin Grimes

Request No. (assigned by staff engineer or head of division) NO 8711

Date August 8, 1962

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Oiled 3.4 miles, 20' wide, using O-7 treatment, Ochoco Juntion-Howard School Section of FAS 831 in Crook County per Order for State Force Work dated June 8, 1962. All costs to be evenly divided between State and County, each liable to a maximum of $5000.

Itemized cost statements attached.

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Total cost of job		$ 8020.75
		State's share (50%)		- 4010.38
		County's share (50%)		$ 4010.37
		Credit for work performed by County		- 399.15
		Balance due from Crook County		$ 3611.22

RECEIVED AUG 10 1962 COUNTY & CITY RELATIONS ENGINEER

Has payer made payment for this service? No

If so, what is amount of payment? $ —

Has payer made a deposit with the department to guarantee payment? No

If so, what is amount of deposit? $ —

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests $

Also give number of last previous request

Credit distribution:

207-1038-249	$3,258.85
4842-100	325.88
5901-831	14.87
5901-840	11.62

Submitted by:

OR[illegible] BY ALFRED W. BATES

Approved:

Division Engineer

Approved:

ORIGINAL SIGNED BY J. A. PHILLIPS

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

FORM B-00X—00M—11-61—40231

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

NOTED
Harold C. Ayers

Salem, Oregon
July 19, 1962

NOTED
DON HARWELL

SUBJECT: Ochoco Jct.-Howard School Section
Crook County

To: Mr. Dean Swift
Division Engineer
State Highway Department
P. O. Box 1249
Bend, Oregon

NOTED
R. H. FRANCE

NOTED
JOHN D. GRAHAM & D. JONES

About a month ago you forwarded to us a letter from a firm of attorneys representing the N. A. Toole Construction Company in a dispute between Mr. Toole and the Hudspeth Land and Livestock Company. This dispute involved an allegation by the Hudspeth organization that the N. A. Toole Construction Company encroached on their land during the rock production portion of this project. They have apparently demanded some exhoribtant settlement from the Toole organization, but it was the feeling of attorney Panner that he could settle the matter for a royalty payment to Hudspeth of 5¢ a ton for all the material removed from Hudspeth land. Mr. Panner estimated that 40,000 tons were removed which, at the aforementioned 5¢ a ton value, would amount to a total of $1,600.00.

We have had our Legal Department review the entire situation and they inform us that they would recommend we participate fully on a fair settlement (and 5¢ a ton is considered equitable). In connection with this investigation, I forward copies of the Legal Department's reports. Subsequent to their report I corresponded with Mr. Porter setting forth the pertinent facts and our recommendations in the matter. A copy of this letter of July 12 was forwarded to you.

Mr. Porter has now informed us to proceed as recommended in my July 12 letter. Please, therefore, make an accurate determination of the amount of material removed from Hudspeth land in this operation. We would like to get this figure in tons. Do not correspond with Mr. Panner or any of the contractor's representatives, but forward all the information obtained back to this office so that we may turn it over to our Legal Department for further handling.

It occurs to me also that we should attempt to get the County to participate in their portion of this settlement. However, I will leave that matter up to Mr. Cox to determine. We will also discuss the matter with the Bureau of Public Roads people to see whether or not there is any possibility of getting them to participate in this settlement.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments

cc: R. L. Porter
H. S. Cox
L. I. Lindas
C. H. Baker

Si:

What do you think?

FBK

Settle with Si on present estimate.
Cl. will write letter requesting
6-17-62

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 9, 1962
Salem 10, Oregon

SUBJECT: Trespass in Quarry
Ochoco Jct.-Howard
School Section
Crook County

To: Mr. Fred Klaboe
Asst. Construction Engineer

O F F I C E

I forward you herewith the above file, together with Mr. Alan Johansen's, our staff attorney, opinion as to liability in this case.

If the circumstances are as related in Mr. Johansen's report to me, I feel that the owner could successfully bring an inverse condemnation action against us. Under the circumstances, it would appear that the settlement for $1600 would be a reasonable one and perhaps one in which we should participate to a full extent.

L. I. LINDAS
Chief Counsel

LIL:dc
Attachment

CONSTRUCTION DIVISION
JUL 10 1962

REFERRED TO
By Asst. Construction Engineer

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1962

SUBJECT: Trespass in Quarry
Ochoco Jct.-Howard School Section
Crook County

To: Mr. L. I. Lindas
Chief Counsel
O f f i c e

This problem arises from the facts that in our contract (No. 5707) we represented that "rock suitable for use in the manufacture of crushed material is obtainable from a State-controlled quarry located approximately 1.0 mile northerly of the east end of the project via existing roads." According to the letter from Owen M. Panner, attorney for the crushing subcontractor, a State inspector was at the designated quarry regularly and believed, along with everyone else, that rock was being taken from the State's quarry.

A resurvey clearly established that our contractors did remove a quantity of rock from outside the boundaries of the State-owned land. Hudspeth has sued the general contractor, the blasting contractor, and Mr. Panner's client the crushing subcontractor, for trespass, asking for a substantial amount of damages. Mr. Panner feels the case can be settled by paying Hudspeth the reasonable value of the rock removed, which comes to approximately $1,600.00. He has asked that the State pick up the tab for this amount.

This appears to be an instance (similar in this respect to Willis vs. Brassfield, et al) where our contractors have been sued as a result of following our instructions. Accordingly, it is believed that we should protect the contractors in this instance, at least if this can be done for the relative modest sum mentioned by Mr. Panner.

As far as legal liability is concerned, it seems reasonably certain that one or more of the contractors would be liable to Hudspeth. Further, it is believed that the State would also be liable to Hudspeth, but for the State's immunity in tort. Indeed, the State might be held liable to Hudspeth in inverse condemnation, if removal of rock from Hudspeth's land by our agents is regarded as a "taking" of real property.

As between the State and our contractors, it seems obvious that any court would exert all reasonable efforts to hold the State liable to reimburse the contractors for any loss they suffer as a result of following our instructions in this regard. It is true that the Standard Specifications provide that the contractor will be solely responsible for any trespass upon adjacent property (Para. 1.7.13), and that the contractor indemnify and save harmless the State from all claims and demands arising from the performance of the work under the contract (Para. 1.7.16). However, it is difficult to believe that these provisions would be enforced where the trespass and resulting claims clearly arose from our mistake, and where the contractor was relying on our representations as to the boundaries of the property which we owned.

ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

RECEIVED
JUN 18 1962
FOR FILING

510

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1962

SUBJECT: Trespass in Quarry
Ochoco Jct.-Howard School Section
Crook County

To: Mr. L. J. Lindas
Chief Counsel

OFFICE

Attached is a copy of a letter from Mr. Owen M. Panner, Attorney at Law, who represents N. A. Toole Construction Co., crushing subcontractor on this project. The prime contractor on this project was Stanley Wilt, and the drilling and blasting in the quarry was done by Harding Blasting Company.

In our contract (#5707), on page 11, we stated that rock of suitable quality was obtainable from a State-controlled quarry. This quarry is shown on our Drawing 1R-1-487, a print of which is attached.

During the crushing, tests were made on the crushed rock and it was shown to be borderline material. In an effort to get the best rock available, the contractor obtained rock from several adjacent locations, and it was in this search for better rock that the apparent trespass occurred.

This quarry was purchased by the State in 1926 when the road was the Ochoco Highway. This road was abandoned to the County about 1952 when the "Marks Creek Cutoff" was completed.

After Hudspeth filed a complaint because of alleged trespass, our survey crew retraced the boundaries of this quarry. A print of this resurvey is attached, and is shaded to show the areas from which rock was actually taken.

Please determine the extent of the liability of the State, and advise Mr. Panner of your findings.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
JUN 14 1962
OFFICE
STATE HIGHWAY ENGR.
R. L. P.

CHB:bjh
Attachments

cc: R. L. Porter (Attach.)

T. 14 S.

U. S. A.

Approx. Center Sec. 7

1277.6'

1.24 Ac

S. 36° 22' E
318.4'

Work

Approx. 290'

Work

T. 14 S. R. 19 E., W.M.

S 83° 35' W
799.0'

DEED Q-
4.56 Ac.
See IR-1-487

S. 36° 22' E
318.4'

Plant Set-up Area

Stockpile
3/4"-0
Crushed Rock

Stockpile
1 1/4" - 3/4"
Crushed
Rock

Work Area

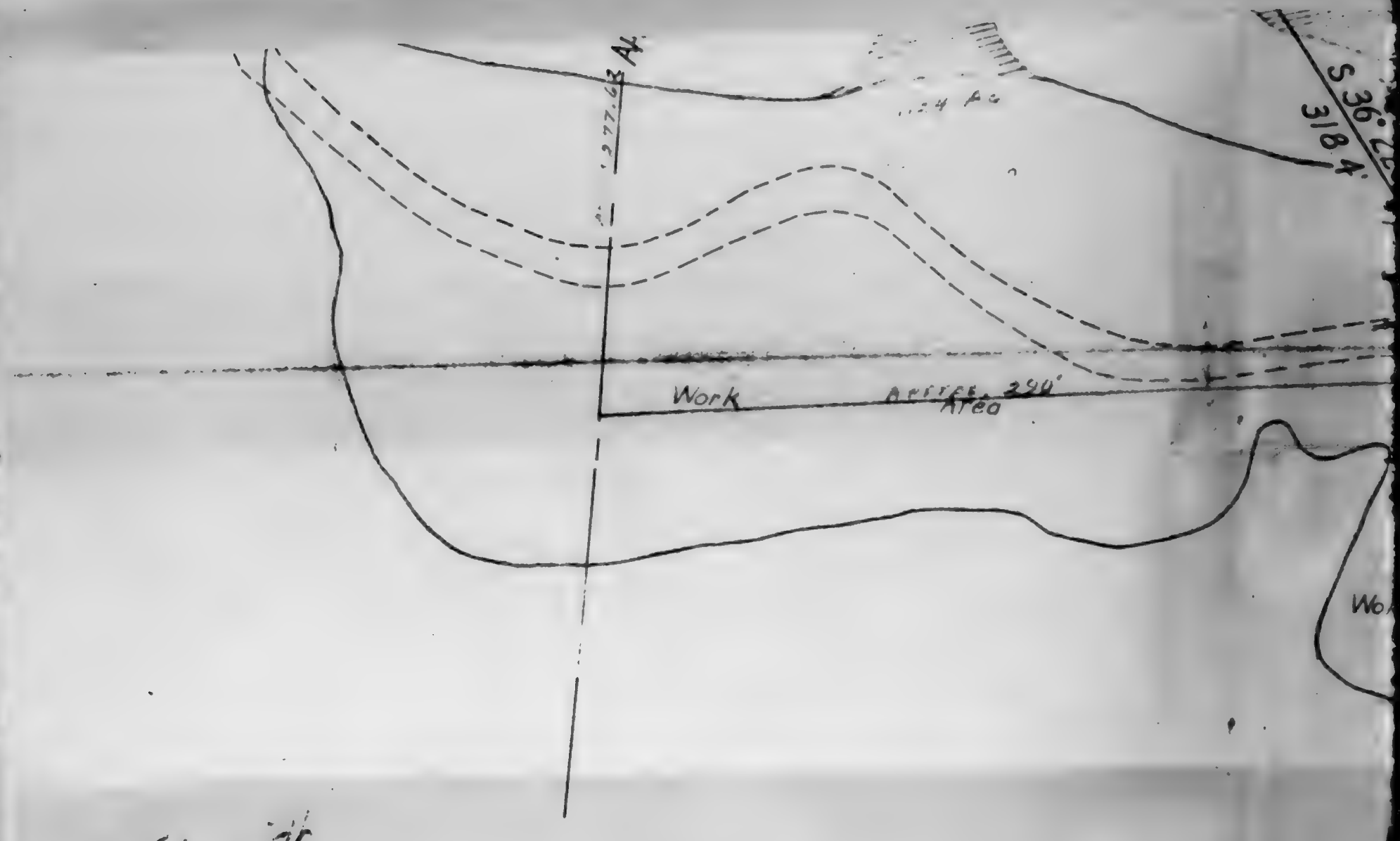
ACCESS ROAD

DEED Q-43
4.56 Ac.
See IR-1-487

N 6° 25' W
275.9'

N 83° 35' E
640.0'

ROAD



File with

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map of Quarry Site

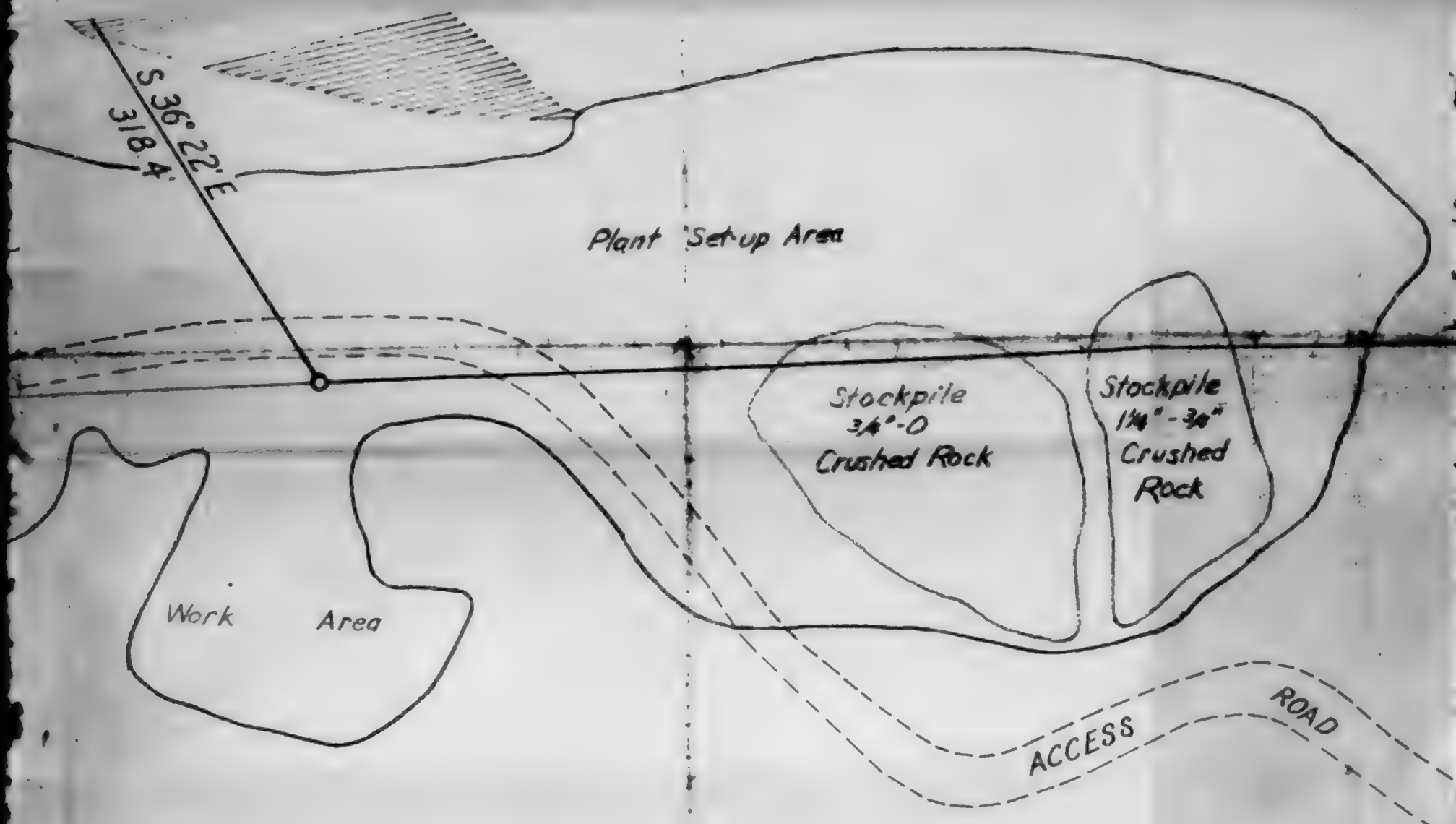
OCHOCO JUNCTION - HOWARD SCHOOL SECTION

OCHOCO RANGER STATION ROAD

CROOK COUNTY

Scale 1" = 50'

December 1960



Hudspeth Land & Livestock Co.

ON

N

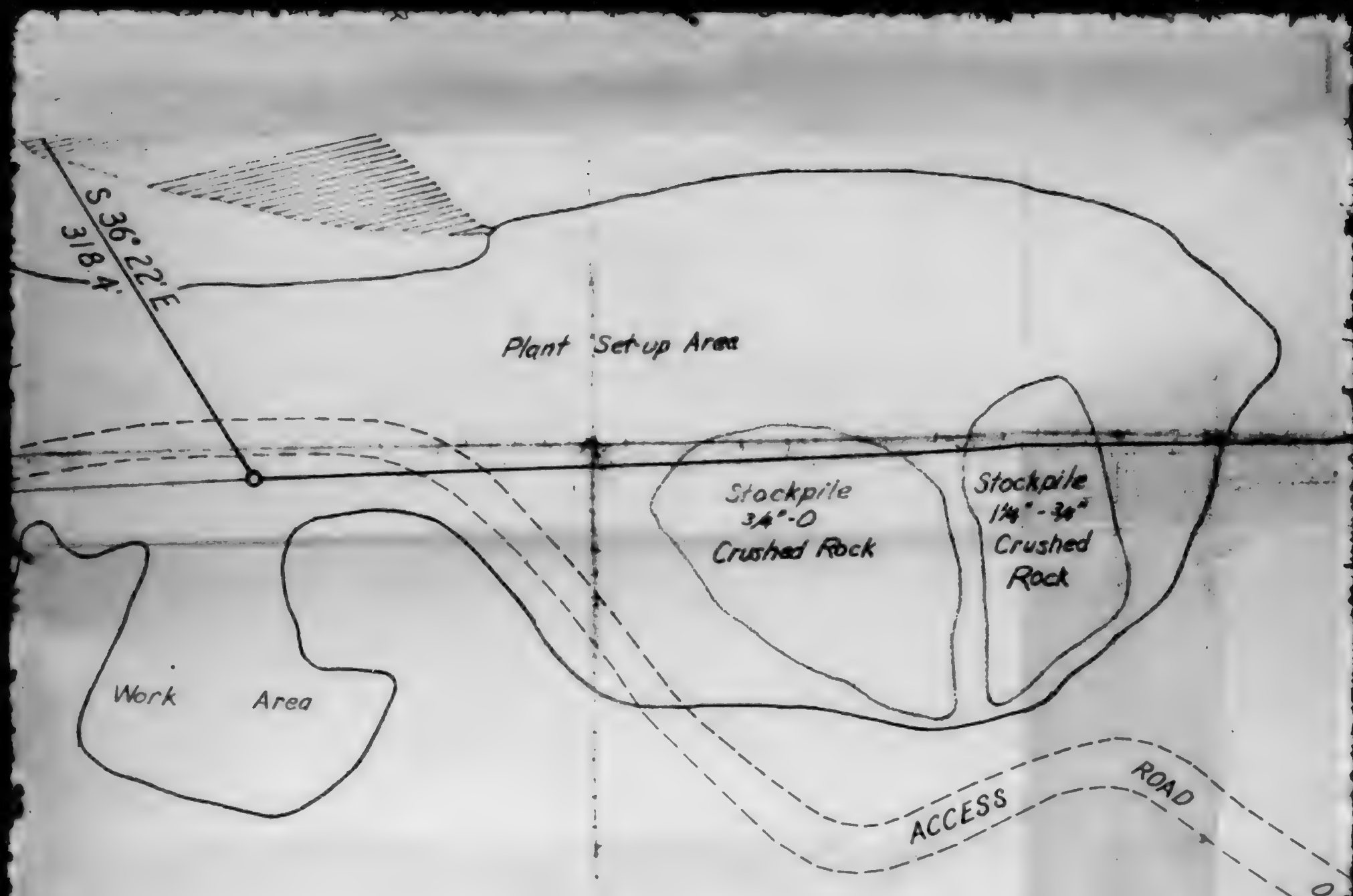
N 83° 35' E
640.0'

ockpile
¼" - 3"
ushed
Rock

ROAD

0.5 Mi. to Ochoco Ranger Sta. Rd →

.O.



Hudspeth Land & Livestock Co.

Form A-100—5M

NOTED
Harold Ayers

L. A. Dufresne
J. A. Hardie
Sam Kalk
A. W. Dalton
H. Reed
H. S. Coe
F. D. Morgan

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

NOTED
H.S.C.

APPLYING TO CONTRACT PROJECTS

Order No. .....

Project Name Ochoco Junction Howard School Oiling Date June 6, 1962

Highway County FAS 831 Contract No. 5707 F. A. Project No. .....

County Crook Prefix 207-1038 Account No. 249

Description of Work To Be Done:

State Forces to oil 3.4 mile section of Ochoco Junction Howard School Section of FAS 831 in Crook County as outlined in Mr. H. S. Coe's letter to Judge Irvin Grimes dated May 31, 1962.

Costs are to be shared equally between State and County to a maximum of $10,000. The County is to bear any expense over this amount. Maintenance Department is to bill County for its share after work is completed. Mr. Rod Porter authorized this project.

Location by Station Numbers: 3.4 miles, 20' wide

NOTED
DON HARWELL

NOTED
[illegible] JONES

Estimate of Quantities and Costs:

NOTED
R. H. PRANGE

NOTED
[illegible]ND GRAHAM

Asphalt, 77 tons @ $55.00	$4,235.
Aggregate, 826 cy @ $5.50	4,763.
Engineering & Contingencies	1,002.
Total	$10,000.
State Share 50%	5,000.

RECEIVED
JUN 19 1962
ENGINEER
COUNTY & CITY RELATIONS

Explanation:

INSTRUCTIONS

Submit a separate order for each piece of kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ .....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

$5,000.

Submitted by: .....
Resident Engineer

Approval Recommended: .....
Division Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approved: ORIGINAL SIGNED TOM EDWARDS
~~Deputy State Highway Engineer~~ or
Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

NOTED
Harold G. Ayers

NOTED
DON HARWELL

. BNM

BND ACG 7 6662 1150A

for 831 Creek Co

L. H. WARFIELD

CHARGE OCHOCO JCT.-HOWARD SCHOOL SECTION TO 207-1038 USING 200 SERIES AS INDIAXX INDICATED.

H. S. COX

?..

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
H. S. COX

RECEIVED
JUN 1 - 1962
ENGINEER
COUNTY & CITY RELATIONS

for 831 Creek Co

NOTED
V. R JONES

[illegible] BND 1 6-1-62 8:55 AM

[illegible]OX

[illegible]HAT PREFIX SHOULD BE CHARGE OCHOCO JCT.-HOWARD SCHOOL TO?

[illegible]ARFIELD

[illegible]P-1: answered 6-5-62

207-1038 using 200 Series Dept.

RECEIVED
JUN 1 1962
FOR FILING

COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 31, 1962

Hon. Ervin Grimes
Crook County Judge
Courthouse
Prineville, Oregon

Dear Judge Grimes:

This letter will confirm the meeting in the courthouse at Prineville on Monday, May 28, 1962, attended by yourself; Mr. Luke Reif, Crook County Commissioner; L. H. Warfield, Assistant Division 4 Engineer; Ernest Scrivner, Resident Construction Engineer; and H. S. Cox, County and City Relations Engineer; wherein the following were agreed upon:

(1) State and County shall enter into a cooperative project to place an O-7 treatment on the Ochoco Junction-Howard School section of FAS 831, Crook County.

(2) Cost of the above project shall not exceed a total of $10,000.

(3) All costs shall be evenly divided between State and County, each liable to a maximum of $5,000.

(4) Mineral aggregates will be obtained from state piles, and charges shall be made at division unit prices.

(5) Actual costs shall be kept by maintenance personnel.

(6) County shall receive credit for any county personnel or equipment used. This credit shall be at the same unit rate as comparable state personnel or equipment.

(7) All work shall be under direction of Oregon State Highway maintenance personnel.

NOTED
R. L PORTER

It is mutually agreed that each party shall do all possible to expedite this project to a successful completion, working always for the best results possible consistent with a minimum of expense.

It is further agreed that the Crook County Court, in accepting this project, will make no further requests for state aid in maintenance of the above mentioned section.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
JUN 1 1962

By: H. S. Cox
County and City Relations Engineer

HSC:mm
cc: R. L. Porter
Dean Swift
Ernest Scrivner
A. W. Bates

RECEIVED
MAY 29 1962
FOR FILING
41 (1)
5707

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1962

SUBJECT: Ochoco Jct. - Howard School
Section FAS 831, Contract 5707

To:

Tom Edwards
Ass't State Highway Engineer
Office

Attached are 5 copies of reports of test on quarry rock used in the production of oil aggregates for subject project.

Your attention is drawn to the degradation tests which indicate a development of plastic material by attrition. Even though the amount produced is not cause for concern as base material, there is sufficient to creat a sticky dirty coating on the oil rock. A dirt film on the oil rock would exaggerate the stripping tendency which is only fair at best.

O. A. White
Ass't Engineer of Materials

OAW:zrr

NOTED
TOM EDWARDS

RECEIVED
MAY 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Form E-61 -1956-10-60

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project — Oxbow Jct. - Mosser School
Highway — Oxbow Bridge - Skyline Road
Contractor — Stanley Hilt
Submitted by — E.L.Scrivner

Contract No. 5707

Prefix No. 307-1035
County Grant
F. A. Project No. [illegible]
Date reported August 22,1960

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material — 4½ mi. west of M.P. 3.75 on old Oxbow Hwy.
Sampled at Quarry
To be used — with Base surfacing & filling aggregate
Sampled by E.L.Scrivner
Date received August 18,1960
Quantity represented 100,000 c.y.

TEST RESULTS

Laboratory No. [illegible] 38536
Data Sheet No. 40937
Type of material Basic Rock
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	35.4	
Specific gravity (Le Chatelier)	2.852	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines	Good	
Plasticity index: Natural fines	3	%
Manufactured fines		%
Degraded material	2	%
Liquid limit: Natural fines	27	%
Manufactured fines		%
Degraded material	25	%
Fracture		%
Sand equivalent		

Date sampled

RECOMMENDATIONS

Material as represented by this sample is not suitable for use.
Excess elongation loss.

TEST REPORT DISTRIBUTION:

- [x] Bureau of Public Roads
- [x] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Requisition Office
- [x] Division Engineer Bend
- [x] Resident Engineer Scrivner
- [ ] Dist. Maint. Sup't
- [ ] Foreman
- [x] Geology and Soils
- [x] Files

Scrivner

State Printing 1960

Engineer of Materials

Form S 40—2M—10-48

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project [redacted]
Highway [redacted]
Contractor [redacted]
Submitted by [redacted]
Contract No. [redacted]
Prefix No. 207-1039
County Crook
F. A. Project No. S-[redacted](1)
Date reported August 22, 1950

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material [redacted] Sampled at Quarry Face.
To be used Surfacing - Base, Top, A/C & Chips
Sampled by [redacted]
Date received August 18, 1950
Quantity represented 1000,000 c.y.

TEST RESULTS

Laboratory No. [redacted]
Data Sheet No. [redacted]
Type of material [redacted] (Diss type lava)
Screen opening Square

GRANULOMETRIC ANALYSIS			
Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	[redacted] 17.2	
Specific gravity (Le Chatelier)	[redacted] 2.85	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		fair
Plasticity index: Natural fines	6	
Manufactured fines		%
Degraded material	2	%
Liquid limit: Natural fines	26	%
Manufactured fines		%
Degraded material	23	%
Fracture		%
Sand equivalent		

Date sampled

RECOMMENDATIONS

Material as represented by this sample [redacted] suitable for use. [redacted]

TEST REPORT DISTRIBUTION
- [x] Bureau of Public Roads
- [x] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Requisition Office
- [x] Division Engineer [redacted]
- [x] Resident Engineer [redacted]
- [ ] Dist. Maint. Sup't
- [ ] Foreman
- [x] Geology and Soils
- [x] Files
- [x] [redacted]

[redacted]

Engineer of Materials

Form E-61—5M—12-39

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project [redacted] Prefix No. [redacted]
Highway [redacted] County [redacted]
Contractor [redacted] Contract No. [redacted] F. A. Project No. [redacted]
Submitted by [redacted] Date reported [redacted]

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material [redacted] Sampled at [redacted]
To be used [redacted] Date received [redacted]
Sampled by [redacted] Quantity represented

TEST RESULTS

Laboratory No. [redacted] Type of material [redacted]
Data Sheet No. [redacted] Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
[redacted]	0	0	
	4.7	4.7	
	13.4	18.1	
	6.2	24.3	
	13.4	37.7	
	37.2	74.9	
	20.7	97.6	
	0.3	98.1	
	1.7	99.8	
	1.3	99.3	
	0.7	0.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	27.2	
Specific gravity (Le Chatelier)	2.62	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines	Only	
Plasticity index: Natural fines	3	%
Manufactured fines		%
Degraded material	0	%
Liquid limit: Natural fines	27	%
Manufactured fines		%
Degraded material	21	%
Fracture		%
Sand equivalent		

Date sampled

RECOMMENDATIONS

Material as represented by this sample [redacted] suitable for use.

[redacted]

TEST REPORT DISTRIBUTION:

- [X] Bureau of Public Roads
- [X] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Requisition Office
- [X] Division Engineer [redacted]
- [X] Resident Engineer [redacted]
- [ ] Dist. Maint. Sup't
- [ ] Foreman
- [X] Geology and Soils
- [X] Files
- [X] [redacted]

[redacted]

Engineer of Materials

Form S-61—3M—12-60

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project [redacted]
Highway [redacted]
Contractor [redacted] Contract No. 5707
Submitted by [redacted]

Prefix No. 307-1035
County [redacted]
F. A. Project No. [redacted]
Date reported August 28, 1960

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material [redacted] Sampled at Upper Slope of Quarry after 1st shot
To be used [redacted] Date received August 18, 1960
Sampled by [redacted] Quantity represented

TEST RESULTS

Laboratory No. 58933
Data Sheet No. A7532.9
Type of material [redacted]
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	26.3	
Specific gravity (Le Chatelier)	2.57	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines	Good	
Plasticity index: Natural fines	16	%
Manufactured fines		%
Degraded material	?	%
Liquid limit: Natural fines	37	%
Manufactured fines		%
Degraded material	29	%
Fracture		%
Sand equivalent		

Date sampled

RECOMMENDATIONS

Material as represented by this sample [redacted] suitable for use.

[redacted]

TEST REPORT DISTRIBUTION:

- [x] Bureau of Public Roads
- [x] Construction Engineer
- [ ] Maintenance Engineer
- [ ] Bridge Engineer
- [ ] Requisition Office
- [x] Division Engineer [redacted]
- [x] Resident Engineer [redacted]
- [ ] Dist. Maint. Sup't
- [ ] Foreman
- [x] Geology and Soils
- [x] Files [redacted]

State Printing [redacted]

Engineer of Materials

Form E-61—0000—10-60

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

LABORATORY REPORT

Project [illegible] Sch. - Howard School
Highway [illegible] Sch. Road
Contractor Stanley Hill
Submitted by E. L. Harlan

Contract No. 5707

Prefix No. S07-10(5)
County Grant
F. A. Project No. S-[illegible](1)
Date reported Aug. 30, 1960

REPORT ON SAMPLE OF COARSE AGGREGATE SUPPLEMENTAL REPORT

Source of material .40 cu. yd. of 3.75 in Dia Cobble Bar.
Sampled at Stage below upper Quarry Floor
To be used Base surfacing & fitting aggregate
Date received Aug. 30, 1960
Sampled by E. Harlan
Quantity represented 35000 C.Y.

TEST RESULTS

Laboratory No. 59254
Data Sheet No. A-75330
Type of material Fines
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	[illegible]	
Specific gravity (Le Chatelier)	2.[illegible]	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss	1.6	
Asphalt stripping: Natural fines		
Manufactured fines	Fair	
Plasticity index: Natural fines	6	%
Manufactured fines		%
Degraded material	4	%
Liquid limit: Natural fines	[illegible]	%
Manufactured fines		%
Degraded material	[illegible]	%
Fracture		%
Sand equivalent		

Date sampled

RECOMMENDATIONS

Material as represented by this sample [illegible] suitable for use.

TEST REPORT DISTRIBUTION:
[illegible]
State Highway Engineer
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Salem
Resident Engineer [illegible]
Dist. Maint. Sup't
Foreman
Geology and Soils
Files
[illegible]

Engineer of Materials

State Printing 3000

RECEIVED
MAY 25 1962
FOR FILING

MEMO TO FILES
May 24, 1962

5707

Monday, May 21, I contacted Mr. Dean Swift regarding complaint received from Judge Grimes of Crook County pertaining to the Ochoco Junction-Howard School Section of FAS 831. This road was completed 7/7/61 under FAS-C Contract #5707.

Mr. Swift reported that the oil mat on this section of road was indeed failing due to poor aggregate used in the mat. He further suggested that this section be patched out and double sealed this summer in order to save the mat.

Tuesday in company with Ernest Schrivener, Resident Engineer in Prineville, I inspected the road in question. No base failure is apparent. The roadbed is not deformed anywhere and it appears that the only failure is in the oil mat, due to poor mineral aggregates. The aggregates did pass our laboratory tests, although they were borderline, but they were the best materials available for use. Some aggregates are still available for inspection and they appear to be "coated" and have a soapy feel. Although the aggregates passed the laboratory tests (stripping) they obviously have failed the field test.

I concur in Mr. Swift's estimate of the situation, namely, that the oil mat must be repaired promptly. Mr. Swift has specifically suggested an O-7 wearing surface treatment.

Should the O-7 treatment be employed, approximately the following material would be required. This treatment will be 20' wide and 3.4 miles long.

Asphalt,	77 tons @ $55.00	=	$4,235.00
Aggregates,	826 c.y. @ $ 5.50	=	4,763.00
	Total.....		$8,998.00

Monday, May 28, a meeting is scheduled with Judge Grimes at which time the problems on this road section will be discussed. Mr. Rodney Porter has authorized cooperation by State to participate with Crook County on a 50 - 50 basis to a total of $10,000. It is anticipated that any and all work will be done by state forces, oiling aggregates will probably be state furnished, and actual costs will be carefully kept and total expenses shared equally by State and County to $10,000. If more than this amount is spent it must be borne by Crook County.

H. S. Cox
County and City Relations Engineer

HSC:mm
cc: Mr. Dean Swift

cc Hanna

mail bill

NOTED
H. S. COX

NOTED
JOHN D GRAHAM

NOTED
DON HARWELL

RECEIVED
MAY 25 1962
ENGINEER
COUNTY & CITY RELATIONS

MEMORANDUM REGARDING LOGS HAULED OVER THE OLD OCHOCO HIGHWAY IN 1962.

Hudspeth Pine, Inc., hauled logs from the Summit Prairie area to Prineville with a maximum of 25 trucks on a two trip a day basis from the first part of January to February 16th, when the haul was discontinued. A total of 15 citations for overloads were written at the Prineville Scale during this period, 13 in January for overloads ranging from 1,600 pounds to 6,200 pounds, and two in February for Group Axle Overloads, one on the 9th for 2,000 pounds, and one on the 15th for 1,200 pounds.

Four gyppo trucks commenced hauling logs from the Walton Lake area to Prineville on January 8th on a two trip a day basis and continued till the middle of February, when the number of trucks was reduced to two, and these two continued hauling till March 30th, when the haul was discontinued. The weighmaster at Prineville has no record of any overload citations being issued to these trucks.

There was no known hauling of logs during the month of April over this highway.

Hudspeth Pine, Inc., resumed hauling from the Summit Prairie area to Prineville on May 7th with nine trucks on a two trip a day basis.

The above information regarding the number of trucks hauling was gained verbally each month from the weighmaster stationed at the Prineville Scale. The number of trucks hauling, and trips made, vary to some extent due to breakdowns of hauling equipment and of woods equipment, moves from one landing to another, and other causes.

Since the scale is not operated at all times, the exact number of trips made by these trucks is not known. Weighmasters work on a forty hour week, days are taken off to work on other scales, for sick leave, and there is time spent at court and in servicing equipment, etc., so trucks hauling are not always weighed every trip, or on all the days they haul.

Kenley B. Lathim
District Weighmaster Supervisor

May 22, 1962.

cc Mr. C. C. Deyo

Original to Dir. Engr. Staff 5-22-62

OREGON STATE HIGHWAY DEPARTMENT

NOTED
Harold C. Ayers

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-5-62	CC 747		507-1035-297 NOTED JOHN D. GRAHAM NOTED DON HARWELL

INVOICE NUMBER: 73919

- Crook County
- Prineville, Oregon
- Attn: County Court
-

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Ochoco Junction-Howard School Section, FAS 831. Covered by agreement dated April 15, 1960.			
Original Advance Deposit	NOTED R. H. PRANGE	$27,100.00	
Less amount previous transferred		21,600.00	
Balance Advance Deposit			$5,500.00
County's share as per attached statement		$23,536.24	
Less amount previously transferred		21,600.20	
Balance			1,936.24
To be refunded			$3,563.76

NOTED
H. S. COX

RECEIVED
APR - 8 1962
ENGINEER
COUNTY & CITY RELATIONS

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
Harold C. Ayers

April 4, 1962

Crook County Court
Courthouse
Prineville, Oregon

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Gentlemen:

Final costs are now available on the Ochoco Junction-Howard School Section, FAS 831, Contract #5707, under agreement dated April 15, 1960, as shown in the enclosed cost statement.

In accordance with the agreement, a refund of $3,563.76 is due the County in connection with this project. This refund will be made by our accounting division within the next few days.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm
Encl.

RECEIVED
FEB 27 1962
FOR FILING

5707

February 26, 1962

Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Paul R. Meyer

Gentlemen:

This is in reply to your letter of February 21 in regard to the Stanley Wilt Contract No. 5707 for grading and oiling the Ochoco Junction-Howard School Section of the Ochoco Ranger Station Road in Crook County.

We have examined our records and have been unable to find that Harding & Hutson Construction Company have filed a claim against the bond on this contract. Our records do reveal that we had correspondence with Norman B. Kobin in March and April, 1961, concerning this contract.

This contract was completed July 7, 1961, and was accepted by the Oregon State Highway Commission July 28, 1961.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NORMAN B. KOBIN
PAUL R. MEYER
—
LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND 4, OREGON

CAPITOL 3-1108

February 21, 1962

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon

Subject: Oregon State Highway Commission
Contract No. 5707
Ochoco Jct.- Howard School Section
Ochoco Ranger Station Road
Crook County, Oregon

Dear Mr. Query:

Sometime in October or November, 1961, we believe a claim was filed by Harding & Hutson Construction Company against the bond on the above job. Could you please advise on what date said notice of claim was filed and also the date on which the State Highway Commission affirmatively accepted the job as complete.

No Record

Thank you for your co-operation.

Very truly yours,

KOBIN & MEYER

By Paul R. Meyer

completed, July 7, 1961
Accepted, July 28, 1961

Cc, please reply
76

RECEIVED
FEB 23 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 5 1962

12-29-61

Monthly transmittal number

FOR FILING

Project report number

7

For FA-2A (5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State: Oregon

County: Crook

Project number: S-446(1)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 16, 19 60, is hereby modified as follows:

Revised estimated total cost of project $ 129,549.00

Revised Federal funds $ 82,088.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29 day of December, 1961.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Asst State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By: C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

December 26, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Ochoco Junction-Howard School Section, Project No. S-446(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RHC:bb

Contract No 5707 6-16-60

RECEIVED

Mo. Log Transaction No. 6308

Project Report No. FOR FILING

S 446(1) A

5707

For R-2 (9-[illegible]-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State Oregon

County Crook

Project No. S-446(1)

FEDERAL-AID PROJECT AGREEMENT

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Ochoco Jc. E. 3.4 mi.
(Ochoco Junction - Howard School Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-1-60	3.4
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 132,780	$ 80,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY BUILDING
(Official name of Highway Department)

By [signature]

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C. G. Polk
Division Engineer

By: [signature]
R. C. Wright
Administrative Manager

Date executed by Division Engineer **June 16, 1960**

USComm-DC 40257

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Ochoco Junction-Howard School Section, Project No. S-446(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

May 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Ochoco Junction-Howard School Section, Project No. S-446(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid Secondary
Project No. S-446(1)

OCHOCO JUNCTION-HOWARD SCHOOL SECTION

OF THE OCHOCO RANGER STATION ROAD

IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 24, 1960

Type Code 5231
Roadway (Sta. 3+32 to Sta. 182+00) (Contract No. 5707)

Clearing and Grubbing	All Required		$ 7,000.00
Drainage Excavation, Unclassified	600 cu. yds.	$ 2.00	1,200.00
General Excavation, Unclassified	79,200 cu. yds.	0.28	22,176.00
Short Overhaul	161,000 yd. stas.	0.01	1,610.00
Long Overhaul	500 C-yd. stas.	0.30	150.00
Finishing Roadbed and Slopes	3.42 miles	500.00	1,710.00
12-inch Corrugated Metal Pipe	230 lin. ft.	3.25	747.50
18-inch Corrugated Metal Pipe	1,100 lin. ft.	4.50	4,950.00
24-inch Corrugated Metal Pipe	70 lin. ft.	6.50	455.00
78-inch Corrugated Metal Pipe	66 lin. ft.	45.00	2,970.00
Salvaging Culvert Pipe	26 lin. ft.	2.00	52.00
18-inch Corrugated Metal Siphon Pipe	90 lin. ft.	7.00	630.00
Concrete End Basins	4 cu. yds.	100.00	400.00
Coarse Crushed Material in Base	33,600 tons	1.30	43,680.00
3/4" - 0 Material in Base	6,400 tons	1.35	8,640.00
Sprinkling	880 M-gals.	2.00	1,760.00
Preparation of Base	3.42 miles	200.00	684.00
3/4" - 0 Material in Binder Course	350 cu. yds.	3.00	1,050.00
Furnishing and Placing Aggregates	2,290 cu. yds.	3.00	6,870.00
RC-3 Asphalt	54 tons	45.00	2,430.00
120-150 Asphalt	170 tons	43.00	7,310.00
RS-1 Asphalt	48 tons	45.00	2,160.00
Extra for Oiling Approaches	20 only	25.00	500.00
			$119,134.50
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Pave Cattle Pass Invert	All Required		125.00
Signing (Temp.)	All Required		200.00
Signing (Perm.)	All Required		250.00
	Subtotal		$120,709.50
	10% Engr. & Cont.		12,070.50
	Total		$132,780.00

Length of Roadway . . . . . 3.423 Mile
Cost of Roadway Per Mile. $38,790.53

Federal Funds	$ 80,000.00
State Funds	26,390.00
County Funds	26.390.00
	$132,780.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds For Maint: Chap. 529, laws 1939.

NOTE: Necessary funds have been deposited by Crook County with the Highway Department.

RECEIVED
OCT 6 1961
FOR FILING

COMMISSIONERS
M. R. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5707

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 4, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $10,059.90 for rock and gravel, and $2,000 for blasing damage in connection with Stanley Wilt Contract No. 5707.

This appears to be in connection with State Highway Contract No. 5707 with Stanley Wilt for grading and oiling the Ochoco Jct.-Howard School Section of the Ochoco Ranger Station Road in Crook County.

Please acknowledge receipt of the claim on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

NOTED ON CARD

File # 3869
FILED
OCT 5 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 5 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

October 4, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $10,059.90 for rock and gravel, and $2,000 for blasing damage in connection with Stanley Wilt Contract No. 5707.

This appears to be in connection with State Highway Contract No. 5707 with Stanley Wilt for grading and oiling the Ochoco Jct.-Howard School Section of the Ochoco Ranger Station Road in Crook County.

Please acknowledge receipt of the claim on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD

RECEIVED
OCT 5 1961
FOR FILING

5707

October 4, 1961

Mr. James F. Bodie
Attorney at Law
P. O. Box 356
Prineville, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of September 28 and attached claim of your client, Hudspeth Land & Livestock Company, in the amount of $10,059.90 for rock and gravel, and $2,000 for blasting damage on Stanley Wilt Contract No. 5707.

Our records indicate this to be in connection with State Highway Contract No. 5707 with Stanley Wilt for grading and oiling the Ochoco Jct.-Howard School Section of the Ochoco Ranger Station Road in Crook County.

So that there will be no misinterpretation of the law, we are forwarding your client's claim to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD

October 4, 1961

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

A letter, dated September 28, 1961, with claim attached, has been received from James F. Bodie, Attorney in behalf of Hudspeth Land & Livestock Company, advising that Stanley Wilt owes them for rock and gravel in the amount of $10,059.90, and blasting damage in the amount of $2,000.

This appears to be in connection with State Highway Contract No. 5707 with Stanley Wilt for grading and oiling the Ochoco Jct.-Howard School Section of the Ochoco Ranger Station Road in Crook County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Yours very truly,

CWH:fp

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
J. F. Porter, Resident Agent
Glens Falls Insurance Company
137 S. 2nd
Corvallis, Oregon

NOTED ON CARD

Stanley Wilt
P. O. Box 448
Corvallis, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

JAMES F. BODIE
ATTORNEY-AT-LAW
P. O. BOX 556
PRINEVILLE, OREGON
PHONE HI 7-7065

September 28, 1961

Mr. Floyd Query, Secretary
State Highway Commission
Salem, Oregon

Re: State Contract No. 5707, Construction
Ochoco Ranger Station Road

Dear Sir:

I am enclosing notice to the Clerk of the Oregon State Highway Department, together with copy of letter I am today sending to the Contractor, sub-contractor and insurance company. If this should be filed with the Secretary of State, will you please forward the same for me or see that it reaches the proper person.

Very truly yours,

James F. Bodie

JFB:mm
Enclosure

Cc, please reply
76

RECEIVED
OCT 2 1961
OREGON
STATE HIGHWAY COMMISSION

JAMES F. BODIE
ATTORNEY-AT-LAW
P. O. BOX 906
PRINEVILLE, OREGON
PHONE HI 7-7068

September 28, 1961

Mr. N. A. Toole
1235 S. W. 2nd Avenue
Ontario, Oregon

Mr. Stanley Wilt, Contractor
P. O. Box 448
Corvallis, Oregon

Glens Falls Insurance Company
225 S. W. Fourth Avenue
Portland 4, Oregon

Re: State Contract No. 5707,
Construction Ochoco Ranger
Station Road

Gentlemen:

This is to notify you that we are today filing Notice of Claim with the State Highway Commission for materials furnished in the prosecution of the above contract in accordance with ORS 279.526 and ORS 279.528. This letter is not to be in lieu of our former letter claiming damages for trespass.

The circumstances of these claims are as follows: During the prosecution of the work on the above road the sub-contractor entered upon the property of Hudspeth Land & Livestock Company and quarried rock and crushed gravel, removed trees and used said property for the maintenance and operation of its equipment. The amount of gravel and rock removed was approximately 33,533 cubic yards at a value of $.30 per cubic yard, or a total of $10,059.90. The law in Oregon allows treble damages for injury to or removal of produce, trees or shrubs from the property of another.

My client also has a claim for destruction of a spring on the same property caused when the contractor and/or sub-contractor blasted for the purpose of quarrying the above material. The spring, which was piped to the house on the property and which supplied all of its domestic water plus water sufficient to water the stock, went dry immediately after the blasting and has not since returned to its normal level, and has been rendered useless. The cost of replacing the water supply with a similar well or spring we estimate to be the sum of $2,000.00.

This is to notify you that unless some disposition can be made of these claims in the near future, we intend to file suit in the Circuit Court on the contractors bond.

Very truly yours,

James F. Bodie

JFB:mm
cc: Mr. Floyd Query, Sec.
State Highway Commission, Salem

TO THE CLERK OF THE OREGON STATE HIGHWAY DEPARTMENT, SALEM, OREGON:

N O T I C E

Notice is hereby given that the undersigned, Hudspeth Land & Livestock Company, a co-partnership, has a claim for 33,533 cubic yards of rock and gravel of the value of $10,059.90 furnished by Hudspeth Land & Livestock Company to the contractor, Stanley Wilt, and/or the subcontractor, N. A. Toole; and

That the undersigned claims treble damages for injury and trespass to its property and removal of rock and gravel from its premises; and

That the undersigned claims damage to a spring on its property by reason of the blasting done in connection with the quarrying of the above material in the amount of $2,000.00; and

That said damages are claimed against the bond taken from Stanley Wilt, an individual doing business at Corvallis, Oregon, as principal, and Glens Falls Insurance Company, a New York corporation, as surety, for the work of constructing a portion of the Ochoco Ranger Station Road, in Crook County, Oregon, under State Contract No. 5707.

HUDSPETH LAND & LIVESTOCK, COMPANY,
a co-partnership,

By: W O Hudspeth

(Wm O Hudspeth)
VP

RECEIVED
OCT 2 1961
COMMISSIONERS
FOR FILING
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM
5707

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
September 26, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: George C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $30,179.70 received from James F. Bodie, Attorney at Law, in behalf of Hudspeth Land and Livestock Company, for property damage done by Stanley Wilt and N. A. Toole, Contractors.

This appears to be in connection with the Stanley Wilt Contract 5707 for grading-oiling the Ochoco Junction-Howard School Section on the Ochoco Ranger Station Road in Crook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

File # 3862
FILED
SEP 28 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD

RECEIVED
SEP 28 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 2 1961
OREGON
STATE HIGHWAY COMMISSION

September 26, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Attention: George C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $30,179.70 received from James F. Bodie, Attorney at Law, in behalf of Hudspeth Land and Livestock Company, for property damage done by Stanley Wilt and N. A. Toole, Contractors.

This appears to be in connection with the Stanley Wilt Contract 5707 for grading-oiling the Ochoco Junction-Howard School Section on the Ochoco Ranger Station Road in Crook County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

CWH:rj

NOTED ON CARD
dc

RECEIVED
SEP 27 1961
FOR FILING

5707

September 26, 1961

Mr. James F. Bodie, Attorney at Law
P. O. Box 356
Prineville, Oregon

Dear Mr. Bodie:

This is to acknowledge receipt of a copy of your letter dated September 22 addressed to Stanley Wilt, Contractor, and Glens Falls Insurance Company concerning Hudspeth Land and Livestock Company claim in the amount of $30,179.70.

From the description in your letter this appears to be in reference to the Stanley Wilt Contract 5707 for grading-oiling the Ochoco Junction-Howard School Section on the Ochoco Ranger Station Road in Crook County.

So that there may be no misinterpretation of the law we are forwarding this claim letter to the Secretary of State for filing. In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:rj

NOTED ON CARD
dc

September 26, 1961

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
220 Bush Street
San Francisco 4, California

Gentlemen:

A claim letter dated September 22 has been received from James F. Doole, Attorney at Law in Prineville, on behalf of Rhinpoth Land and Livestock Company advising that Stanley Hilt and H. A. Toole, Contractors, owe them for property damage in the amount of $30,179.70.

This appears to be in reference to the Stanley Hilt Contract 5797 for grading-oiling the Ochoco Junction-Howard School Section on the Ochoco Ranger Station Road in Crook County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of the claim. This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
CROOK STATE HIGHWAY COMMISSION

Att.

CH:rj

cc: J. F. Porter, Resident Agent
Stanley Hilt
H. K. McIver
Glenn L. Jackson
H. C. Williams
Forrest Cooper

NOTED ON CARD

JAMES F. BODIE
ATTORNEY-AT-LAW
P. O. BOX 888
PRINEVILLE, OREGON
PHONE 7088

September 22, 1961

Mr. Stanley Wilt, Contractor
P. O. Box 448
Corvallis, Oregon

Glens Falls Insurance Company
225 S. W. Fourth Avenue
Portland 4, Oregon

Gentlemen: Re: State Contract No. 5707, Construction
Ochoco Ranger Station Road

I represent Hudspeth Land & Livestock Company of this city which is the owner of property in Crook County near the above project, and during the construction of which the contractor and/or sub-contractor, N. A. Toole, trespassed upon and destroyed or removed rock, trees and other material belonging to my client, to their damage in the sum of approximately $30,179.70.

During the blasting operations conducted by the contractor and/or sub-contractor, a spring on my client's property was injured, and the water supply to a house on this property was cut off.

Please advise me what the position of you and your surety on the bond with the Highway Department is, as we would prefer to have the matter amicably settled.

Yours very truly,

James F. Bodie

m
CC Mr. N. A. Toole
1235 S. W. 2nd Avenue
Ontario, Oregon

Mr. Floyd Query, Secretary
State Highway Commission
Salem, Oregon

RECEIVED
SEP 25 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 23 1961
FOR FILING

NOTED
W. C. WILLIAMS

REFERRED TO
State Highway Engineer

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5707

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
September 26, 1961

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
220 Bush Street
San Francisco 4, California

Gentlemen:

A claim letter dated September 22 has been received from James F. Bodle, Attorney at Law in Prineville, on behalf of Rudepath Land and Livestock Company advising that Stanley Hilt and M. A. Teole, Contractors, owe them for property damage in the amount of $30,179.70.

This appears to be in reference to the Stanley Hilt Contract 5707 for grading-oiling the Ochoco Junction-Howard School Section on the Ochoco Ranger Station Road in Crook County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of the claim. This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

CM:rj

cc: J. F. Porter, Resident Agent
Stanley Hilt
M. K. McIver
Glenn L. Jackson
W. C. Williams
Forrest Cooper

RECEIVED
SEP 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 21 1961
FOR FILING

5707

September 20, 1961

Mr. James F. Bodie
Attorney at Law
P. O. Box 356
Prineville, Oregon

Dear Sir:

As requested in your letter of September 19, we are attaching a certified copy of State Highway Contract No. 5707. This covers the Stanley Wilt contract for grading and oiling the Ochoco Jct.-Howard School Section of the Ochoco Ranger Station Road in Crook County.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

JAMES F. BODIE
ATTORNEY-AT-LAW
P. O. BOX 356
PRINEVILLE, OREGON
PHONE HI 7-7088

September 19, 1961

Mr. Floyd Query
Secretary
Highway Commission
Salem, Oregon

Dear Sir:

I represent Hudspeth Land & Livestock Company of this City which has a claim against the contractor and subcontractor for trespass to real property and damage to a spring occasioned in the construction of the Ochoco Highway under State Contract No. 5707, which project was completed July, 1961.

I would like to secure a copy of the contract and bond covering this job, and am enclosing my affidavit for that purpose.

Very truly yours,

James F. Bodie

JFB:mm
Enclosure

Ack, please reply
FE

RECEIVED
SEP 2 0 1961
OREGON
STATE HIGHWAY COMMISSION

A F F I D A V I T

STATE OF OREGON)
) ss.
COUNTY OF CROOK)

I, JAMES F. BODIE, being duly sworn, say that I am attorney the attorney for Hudspeth Land & Livestock Company, a co-partnership comprised of John Hudspeth, Floreine Hudspeth, Fred Hudspeth and Margaret Hudspeth, which has a claim for trespass to its property located in Sections 7, 8, 17, 18 and 22, Township 14 South of Range 18 East of the Willamette Meridian, Crook County, Oregon, against N. A. Toole of 1235 S. W. 2nd Street, Ontario, Oregon, the sub-contractor, and Stanley Wilt, P. O. Box 448, Corvallis, Oregon, the prime contractor, under State Contract No. 5707, for construction of a portion of the old Ochoco Highway.

I make this affidavit for the purpose of securing a certified copy of the contract and bond covering such job under the provisions of ORS 279.512 et seq.

James F. Bodie

Subscribed and sworn to before me this 19 day of September, 1961.

Margaret A. Mers
NOTARY PUBLIC FOR OREGON
My Commission Expires June 11, 1963

A F F I D A V I T

STATE OF OREGON)
) ss.
COUNTY OF CROOK)

I, JAMES F. BODIE, being duly sworn, say that I am attorney the attorney for Hudspeth Land & Livestock Company, a co-partnership comprised of John Hudspeth, Floreine Hudspeth, Fred Hudspeth and Margaret Hudspeth, which has a claim for trespass to its property located in Sections 7, 8, 17, 18 and 22, Township 14 South of Range 18 East of the Willamette Meridian, Crook County, Oregon, against N. A. Toole of 1235 S. W. 2nd Street, Ontario, Oregon, the sub-contractor, and Stanley Wilt, P. O. Box 448, Corvallis, Oregon, the prime contractor, under State Contract No. 5707, for construction of a portion of the old Ochoco Highway.

I make this affidavit for the purpose of securing a certified copy of the contract and bond covering such job under the provisions of ORS 279.512 et seq.

James F Bodie

Subscribed and sworn to before me this 19 day of September, 1961.

Margaret A. Merz
NOTARY PUBLIC FOR OREGON
My Commission Expires June 11, 1963

RECEIVED
SEP 29 1961
FOR PLANS

W. C. Williams

September 15, 1961

Ochoco Junction-Howard School
Contract No. 5707

FINAL COST ANALYSIS
Grading and Oiling
Contractor: Stanley Wilt
Resident Engineer: E. Scrivner

NOTED
W.C. WILLIAMS

Ochoco Ranger Station Rd.
Crook County

Item 5707	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	Lump	7,000.00	6,322.97	6,322.97	7,000.00
Drainage Excavation	672.34	Cu.Yd.	2.00	2.09	1,403.92	1,344.68
General Excavation	76,737.00	Cu.Yd.	0.28	0.27	20,819.62	21,486.36
Short Overhaul	144,245.00	Yd.Sta.	0.01	0.01	1,568.42	1,442.45
Long Overhaul	389.10	C-Yd.Sta.	0.30	0.32	125.34	116.73
Finish R.B.& Slopes	3.42	Mile	500.00	469.29	1,604.98	1,710.00
12" C.M.P.	144	Lin.Ft.	3.25	3.36	484.15	468.00
18" C.M.P.	1,160	Lin.Ft.	4.50	4.74	5,499.77	5,220.00
24" C.M.P.	116	Lin.Ft.	6.50	6.76	784.24	754.00
78" C.M.P.	100	Lin.Ft.	45.00	43.00	4,299.85	4,500.00
Salvage Culvert Pipe	24	Lin.Ft.	2.00	1.67	40.13	48.00
18" C.M.P. Siphon	162	Lin.Ft.	7.00	6.88	1,114.19	1,134.00
Concrete End Basins	13.06	Each	100.00	98.08	1,280.88	1,306.00
Coarse Mat'l in Base	30,034.65	Ton	1.30	1.40	42,115.08	39,045.05
3/4"-0 Mat'l in Base	3,822.30	Ton	1.35	1.44	5,502.50	5,160.11
Sprinkling	2,014.55	M-Gal.	2.00	1.87	3,767.21	4,029.10
Preparation of Base	3.42	Mile	200.00	175.00	598.50	684.00
3/4"-0 Mat'l in Binder	360	Cu.Yd.	3.00	2.52	906.00	1,080.00
Furnish & Place Aggreg.	2,258	Cu.Yd.	3.00	2.85	6,435.30	6,774.00
RC-3 Asphalt	50.72	Ton	45.00	44.15	2,239.29	2,282.40
120-150 Asphalt	165.21	Ton	43.00	41.40	6,839.49	7,104.03
RS-1 Asphalt	42.49	Ton	45.00	43.20	1,835.57	1,912.05

Final Cost Analysis
Ochoco Junction-Howard School

Item	Quantity	Unit	Unit Bid	Unit Cost	Total, Cost	Gross Revenue
Extra Oiling Approaches	10	Each	25.00	25.00	250.00	250.00
PA Install Siphon Covers	4	Each	20.00	18.65	74.60	80.00
PA 3/4"-0 Mat'l in Base	1,515	Cu.Yd.	1.536	1.79	2,749.68	2,327.04
FA Flagging					365.74	210.30
					119,027.42	117.468.30

	Revenue	Cost	Loss	% Loss
Stanley Wilt	73,429.80	74,988.92	1,559.12	2.123
Sub. N.A. Toole	36,342.62	36,342.62	- -	-
Sub. Olson Constr. Co.	7,695.88	7,695.88	- -	-
TOTAL	$117,468.30	$119,027.42	$1,559.12	1.327

DETAIL OF COSTS - Contract No. 5707

Labor:		
Labor (All)	$ 26,468.22	
Tax	1,128.50	
Welfare and Pension	665.99	$ 28,262.71
Materials:		
12" Corr. Metal Pipe	308.34	
18" Corr. Metal Pipe	3,414.47	
24" Corr. Metal Pipe	542.80	
78" Corr. Metal Pipe	3,129.94	
18" Siphon Corr. Metal Pipe	865.62	
Siphon Covers	44.00	
Concrete Basins	276.97	
RC-3 Asphalt	1,356.76	
120-150 Asphalt	3,965.04	
RS-1 Asphalt	1,096.24	15,000.18
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	10,920.00	
Equipment Rental, Hired	4,752.47	
Gas and Oil	3,515.73	
P.U.C. and License	211.44	
Bond and P.L. - P.D.	1,282.05	
Freight	2,170.73	
Small Tools and Misc. Supplies	615.85	
Home Office and General Overhead	4,048.09	
Move In and Out	3,989.67	31,506.03
Sub-Contractors:		
N.A. Toole	36,342.62	
Russell Olson Construction Co.	7,815.88	44,158.50
TOTAL COST		$ 119,027.42

Remarks - Contract No. 5707

This was a "Federal Aid Secondary Project" calling for the construction and 0-11 oiling of 3.42 miles of roadbed on the Ochoco Junction-Howard School section of the Ochoco Ranger Station Road in Crook County.

The project began approximately 15.4 miles easterly of Prineville at the junction of the Ochoco Ranger StationRoad and the Ochoco Highway and extended easterly 3.42 miles to a point 0.7 miles easterly of the Howard School.

The bid was received April 19, 1960, accepted April 21st subject to certain conditions, and award of contract made May 17, 1960.

Grading operations got under way June 1, 1960 and were completed July 28, 1960. On July 21st, N.A. Toole, sub-contractor, started setting up the crushing plant and production started August 9th. The first two shots in the quarry were poor with large breakage which kept production low. The quarry was shot a third time September 7th and breakage was very good. Production was normal until completion of crushing October 19, 1960. Due to the uncertain weather conditions, oiling was held over until 1961. The balance of level course was placed June 15, 1961, the oiling operation extending from June 28th to July 3, 1961. Final clean up and completion was accomplished July 7, 1961.

The contractor was unable to get his original crushing man to produce surfacing material and additional expense was incurred obtaining crushed material. This, together with very close bidding, caused him to suffer a small loss of 1.3% on the gross revenue.

M.N. Juve
Chief Cost Analyst

By

Athur Bollinger

RECEIVED
AUG 24 1961
FOR FILING

5707

August 23, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5707 for grading-oiling the Ochoco Jct. -Howard School Section of the Ochoco Ranger Station Road in Crook County was completed by the contractor, Stanley Wilt, on July 7, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $3,517.84 will be released to the contractor on or after August 30, 1961. The total contract amount is $117,468.30, of which amount $210.30 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Glens Falls Insurance Co.,
J. F. Porter, Resident Agent
137 South 2nd
Corvallis, Oregon

cc: Mr. Stanley Wilt
P. O. Box 448
Corvallis
Oregon

RECEIVED
AUG 24 1961
FOR FILING

5707

August 23, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5707 for grading-oiling the Ochoco Jct. -Howard School Section of the Ochoco Ranger Station Road in Crook County was completed by the contractor, Stanley Wilt, on July 7, 1961, and was formally accepted by the Highway Commission on July 28, 1961.

Final payment in the amount of $3,517.84 will be released to the contractor on or after August 30, 1961. The total contract amount is $117,468.30, of which amount $210.30 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
J. F. Porter, Resident Agent
137 South 2nd
Corvallis, Oregon

cc: Mr. Stanley Wilt
P. O. Box 448
Corvallis
Oregon

RECEIVED
AUG 16 1961
FOR FILING
5207

D Coote

August 15, 1961

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim which was filed with the Secretary of State on August 14, 1961, by N. A. Toole, Ontario, for furnishing crushed aggregates to Stanley Wilt in the sum of $3,580.00 since last December, a total of approximately $8,000.00 due in earned estimates, and approximately $3,000.00 in damages caused by a shutdown ordered by the State Highway Department. This appears to be in connection with State Highway Contract No. 5707 with Stanley Wilt for grading and oiling the Ochoco Jct.-Howard School Section of the Ochoco Ranger Station Road in Crook County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
J. F. Porter, Resident Agent
137 S. 2nd
Corvallis, Oregon

NOTED ON CARD

Stanley Wilt
P. O. Box 448
Corvallis, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards

FQ:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

August 14, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from N. A. Toole, c/o N. A. Toole Construction Co., 1235 S. W. 2nd Avenue, Ontario, Oregon and filed as of this date, a notice of claim by N. A. Toole Construction Co., 1235 S. W. 2nd Avenue, Ontario, Oregon for monies due them on State Highway Contract No. 5707, Ochoco Junction-Howard School Section, a subcontract with Stanley Wilt, principal contractor on the project for furnishing crush aggregates, the sum of $3580.00 since last December, a total of approximately $8,000.00 due in earned estimates and approximately $3,000.00 in damages caused by a shutdown ordered by the State Highway Department.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Lee A Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
AUG 15 1961
OREGON
STATE HIGHWAY COMMISSION

N. A. TOOLE CONSTRUCTION CO.
1235 S.W. 2ND AVENUE
ONTARIO, OREGON
TELEPHONE: TUcker 9-6202

August 10, 1961

Mr. Howell Appling
Secretary of State
Salem, Oregon

Dear Sir:

I wish to file a claim for monies due us on State Highway Contract No. 5707, Ochoco Junction - Howard School Section.

We have a subcontract with Stanley Wilt, principal contractor on the project, for furnishing crushed aggregates.

Mr. Wilt is in arrears on monthly estimate monies in the amount of $ 3580 since last December. We have a total of approx. $ 8000 due us in earned estimates and approx. $ 3000 in damages caused by a shutdown ordered by the State Highway Department.

Very truly yours,
N. A. Toole
N. A. Toole

File # 3846

FILED
AUG 14 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
AUG 14 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
AUG 8 1961
FOR FILING

5707

August 7, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Stanley Wilt on contract #5707 for grading-oiling the Ochoco Jct. -Howard School Section of the Ochoco Ranger Station Road in Crook County.

This payment, in the amount of $5,723.78, will be released to contractor on or after August 14, 1961. The retained percentage is $3,517.74.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
J. F. Porter, Resident Agent
137 South 2nd
Corvallis, Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 28, 19 61

Section Ochoco Junction - Howard School

Kind of work Grading and Oiling

Highway Ochoco Ranger Station Road County Crook

Section prefix 507-1035

Contractor Stanley Wilt

Contract number 5707

Date of contract May 17, 19 60

Specified work days 95

Date work started May 24, 19 60

Work days used 94

Project authorization $135,798.19

Exclusive of engineering $126,141.43

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering . . . . . $ ~~128,700~~ 115,060

Estimated per cent overrun or underrun . . . . . Under 8.8 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 9,656.76

Engineering cost to date $ 10,711.55, 110.9 %

Date project was completed July 7, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Average crew of three in office compiling Semi-Final Estimate whic was submitted to Division Engineer July 28, 1961.

FINAL REPORT

NOTED

Noted
M. N Juve

NOTED

JUL 31 1961

NOTED

CE ACE ACE CE

Signed [signature]

for: Ernest L. Scrivner, Reg. Eng'r.

Address P. O. Box 182, Prineville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.42	3.42		3.42	
Miles partially completed	3.42	3.42		3.42	
Miles completed	3.42	3.42		3.42	
Total estimated quantities (contract)	79,200 CY	40,000 T		Asph. 272 T Aggr. 2,649 CY	
Total quantities corrected to date	76,759 CY	35,600 T		Asph 258 T Aggr. 2,618 CY	
Estimated quantities moved or placed to date	"	"		"	
Average daily quantities		Project Completed			
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair&Warm		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
JUL 12 1961
FOR FILING
S-446(1)
5707

July 11, 1961

Mr. C. G. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 7, 1961, on Contract No. 5707, Cohoco Junction-Howard School Section, in Crook County, in connection with Federal Aid Project No. S-446(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
cc: Clarence G. Swenson

Floyd:
Jerry Apple says VAC Material stockpiled for use on the road is paid for at 90% of contractors cost. This is actual cost to the Contractor providing it doesn't go over his bidprice — Coo

NOTED
FLOYD QUERY

RECEIVED
APR 24 1961
FOR FILING

S-446(1)
5707

April 24, 1961

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Dear Sir:

This is to acknowledge your letter of April 11 in regard to the amount of rock for which payment has been made to Stanley Wilt on Contract No. 5707.

It is correct that 33,800 tons have been paid for material placed on road. It is also correct that there were four items of oil aggregate materials paid for in stockpile which totaled 2,290 cu. yds. This item is not converted into tons. The contractor bid this under Item 19 in the contract which called for 2,290 cu. yds. His bid price was $3.00 per cu. yd.

The 2,013 tons of 3/4"-0 base materials have been paid for in stockpile at 75¢ per ton. All of the above is for work completed to January 12, 1961.

For your reference, we attach a copy of this contract. Please note the bid items are listed at the back portion of the Special Provisions.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NORMAN B. KOBIN
ATTORNEY AT LAW
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

CAPITOL 3-1108

April 11, 1961

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query
Secretary
Re: Stanley Wilt
Contract No. 5707

Gentlemen:

Accept my thanks for your letter of March 14, 1961, regarding the above noted contract. The letter is confusing to me, in so far as quantities are concerned.

It would appear that 33,800 tons have been paid for material placed on road. yes It would further appear that there were four items of oil aggregate materials paid for in stockpile. yes These total 2,290 cubic yards. As I understand, in converting this yardage into tons, we would multiply this figure by 1.3 which would result in 2,977 tons.

It would further appear that 2,013 tons of 3/4" - 0 base materials have been paid for in stockpile at 75¢. yes

Assuming my clients, therefore, would have been entitled to pay as the general received pay from the State, he would have received pay for 33,800 tons of material placed on the road: 2,977 tons of oil aggregate in stockpile, and 2,013 tons of 3/4" - 0 base material in stockpile.

I would appreciate your advising whether my computation is correct. I enclose a reproduced copy of your referred to letter of March 14, 1961 for quick reference.

Very truly yours,

NORMAN B. KOBIN

NBK:lo
Enc.

FORM S-100

COMMISSIONERS
M. K. [redacted], CHAIRMAN
PORTLAND
KENNETH N. PRIDLEY, [redacted]
[redacted]
GLENN L. JACKSON, [redacted]
[redacted]
FLOYD GUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 14, 1961

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Dear Mr. Kobin:

This is in reply to your letter dated March 9 regarding the Stanley Wilt State Highway Contract 5707, grading-oiling on the Ochoco Junction-Howard School Section on the Ochoco Ranger Station Road in Creek County. The surety on this contract is Glens Falls Insurance Company, through J. F. Porter, Resident Agent, 137 South 2nd, Corvallis.

Our Office Engineering Division has given us the information which you are particularly interested in concerning rock materials, as follows:

Work Completed to Date 1-12-61 Mat. # 8

Material placed on Road--

Coarse Cr. Mat. in Base	30,000	tons @	1.30 =	$39,000.00
3/4" -0 " " " "	3,800	tons @	1.35 =	5,130.00
	33,800	tons	Total	$44,130.00

Material stockpiled for use on Road--

1½" - 3/4" Oil Aggregate	1,030	cu. yds. @	1.35 =	$1,390.50
3/8" - ½" " "	420	" " @	" =	567.00
¼" - #4 " "	420	" " @	" =	567.00
#4 - #10 " "	420	" " @	" =	567.00
3/4" - 0 Base Material	2,013	tons @	.75 =	1,509.75
	2,290	cu. yds.	Total	$4,601.25

Material stockpiled for use on the road is paid for at 90% of contractors cost. (Actual cost to the Contractor)

You are no doubt familiar with the procedure for filing of claims. However, for your ready reference we are attaching excerpts from the Oregon laws outlining the filing procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Att:

RECEIVED
MAR 15 1961
FOR FILING
8-446(1)
5707

March 14, 1961

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Dear Mr. Kobin:

This is in reply to your letter dated March 9 regarding the Stanley Wilt State Highway Contract 5707, grading-oiling on the Ochoco Junction-Howard School Section on the Ochoco Ranger Station Road in Crook County. The surety on this contract is Glens Falls Insurance Company, through J. F. Porter, Resident Agent, 137 South 2nd, Corvallis.

Our Office Engineering Division has given us the information which you are particularly interested in concerning rock materials, as follows:

Work Completed to Date 1-12-61 Est. # 8

Material placed on Road--				
Coarse Cr. Mat. in Base	30,000	tons	@ 1.30 =	$39,000.00
3/4" -0 " " " "	3,800	tons	@ 1.35 =	5,130.00
	33,800	tons	Total	$44,130.00
Material stockpiled for use on Road--				
1½" - 3/4" Oil Aggregate	1,030	cu. yds.	@ 1.35 =	$1,390.50
3/4" - ½" " "	420	" "	@ " =	567.00
½" - ¼" " "	420	" "	@ " =	567.00
¼" - #10 " "	420	" "	@ " =	567.00
3/4" - 0 Base Material	2,013	tons	@ .75 =	1,509.75
	2,290	cu. yds.	Total	$4,601.25

Material stockpiled for use on the road is paid for at 90% of contractor's cost.

You are no doubt familiar with the procedure for filing of claims. However, for your ready reference we are attaching excerpts from the Oregon laws outlining the filing procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Att:
CWH:rj

Work Completed To date 1-12-61 Est. # 8

Material placed on Road

Coarse Cr. mate. in Base	30,000	Tons @ 1.30 =	$39,000.00
3/4"-0 " " " "	3,800	Tons @ 1.35 =	$5,130.00
	33,800	Tons Total	$44,130.00

Material stockpiled for use on Road

1 1/4"-3/4" Oil aggregate	1,030	Cu. Yds.	@	1.35 =	$1,390.50
3/4"-1/2" " "	420	" "	@	" =	567.00
1/2"-1/4" " "	420	" "	@	" =	567.00
1/4"-#10 " "	420	" "	@	" =	567.00
3/4"-0 Base Material	2,013	Tons	@	.75 =	1,509.75
	2,290	Cu. Yds.	Total		4,601.25

Material stockpiled for use on the road is paid for at 90% of contractors cost.

NORMAN B. KOBIN
ATTORNEY AT LAW
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

CAPITOL 3-1108

March 9, 1961

Oregon State Highway Department
Salem, Oregon

Re: Contract No. 5707
Stanley Wilt, Contractor
Ochoco Junction -
Howard School Section

Gentlemen:

Please advise the name of the surety on the above noted job. It is our desire to file a notice of claim on behalf of a subcontractor.

The writer represents Harding and Hutson Construction Company, who had a subcontract from N. A. Toole Construction Company, subcontractor of Stanley Wilt, the general. The contract, which my client had, required drilling and shooting of rock for use on the job. The quantities, apparently, to be determined by the Oregon State Highway Engineer.

To the present time, we have received an accounting for 33,111 tons. We are informed that full payment has not been made, in that payment only has been made to stockpile by you. It would appear, based upon previous experiences, that the State will pay the amount of rock in stockpile, but not include in the payment thereof the amount for the placing of the rock on the road or for use as aggregate, if required. It would be appreciated if you could advise the amount of rock for which payment has been made to the general contractor to date. If you cannot furnish this latter information, please advise.

Very truly yours,

NORMAN B. KOBIN

Ec, please reply 76

NOTED
C. W. HEAD

NBK:lo

RECEIVED
FEB 15 1961
FOR FILING

8-446(1)

5707

February 13, 1961

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco, California

Gentlemen:

Attached is a copy of a claim in the amount of $1,089.09 which has been filed with the Secretary of State by Standard Oil Company of California, Western Operations, Inc., for Petroleum products furnished to Continental Construction Co., a subcontractor of Stanley Wilt.

This appears to be in connection with State Highway Contract No. 5707 with Stanley Wilt for grading and oiling the Ochoco Jct.-Howard School Section of the Ochoco Ranger Station Road in Crook County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
J. F. Porter, Res. Agent
Glens Falls Insurance Company
137 S. 2nd
Corvallis, Oregon

NOTED ON CARD

Stanley Wilt
P. O. Box 448
Corvallis, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

February 9, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Harry J. DeFranco, c/o Koerner, Young, McColloch & Dezendorf, Attorneys at Law, Eighth Floor, Pacific Building, Portland 4, Oregon and filed as of this date, a notice of claim by Standard Oil Company of California, Western Operations, Inc., for materials, namely petroleum products, furnished by it to Continental Construction Company, a subcontractor of Stnaley Wilt, in the sum of $1,089.09 against the bond taken from Stanley Wilt, principal and Glens Falls Insurance Co, surety for the work of grading and oiling the Ochoco Jct.-Howard School Section, Ochoco Ranger Station Road. State Highway Contract No. 5707.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Atkinson
Public Records Section

GS:FK
Enc.

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

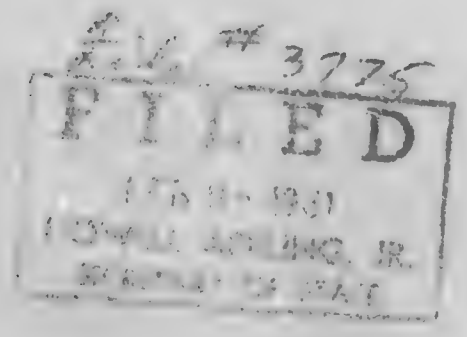
[illegible] of Oregon

[illegible]

[illegible] Oregon State Highway Commission

NOTICE IS HEREBY GIVEN that Standard Oil Company of California, Western Operations, Inc., has a claim for materials, namely petroleum products, furnished by it to Continental Construction Company, a subcontractor of Stanley Wilt, in the sum of $1,089.09 against the bond taken from Stanley Wilt as Principal and Glens Falls Insurance Co. as Surety, for the work of grading and oiling the Ochoco Jct.-Howard School Section, Ochoco Ranger Station Road, under Contract No. 5707 with the State of Oregon, acting by the Oregon State Highway Commission. The said materials supplied as aforesaid were used in the performance of the work called for by said contract.

DATED this 3rd day of February, 1961.



STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

By [signature]

[illegible] Regional Credit Manager

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
ATTORNEYS AT LAW
EIGHTH FLOOR, PACIFIC BUILDING
PORTLAND 4, OREGON
CAPITOL 6-6151

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
WILLIAM P. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
EDWIN L. GRAHAM
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
JOSEPH LARKIN
MARSHALL C. CHENEY, JR.
JAMES C. INGWERSEN
LEWIS K. SCOTT
NICHOLAS H. ZUMAS
ROBERT W. PACKWOOD
RICHARD S. BORST
DOUGLAS H. STEARNS
GEORGE L. WAGNER
KENNETH M. JUDD
KAYE C. ROBINETTE
STANLEY R. LOES

DEY, HAMPSON & NELSON
1918 — 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 — 1947
KOERNER, YOUNG, SWETT & McCOLLOCH
1948 — 1950

February 7, 1961

CERTIFIED MAIL

Secretary of State
State of Oregon
Salem, Oregon

Re: Standard Oil Company of California,
Western Operations, Inc.

Dear Sir:

I am transmitting herewith the notices of claims of Standard Oil Company of California, Western Operations, Inc. against the bonds given by Stanley Wilt, as Principal, and Glens Falls Insurance Co., as Surety, in connection with Oregon State Highway Commission Contracts Nos. 5630 and 5707. Signed copies of these notices have been sent to the Secretary of the Oregon State Highway Commission.

Very truly yours,

Encl.

RECEIVED
FEB - 8 1961
OREGON
STATE HIGHWAY COMMISSION

To the State of Oregon

and

To the Oregon State Highway Commission

NOTICE IS HEREBY GIVEN that Standard Oil Company of California, Western Operations, Inc., has a claim for materials, namely petroleum products, furnished by it to Continental Construction Company, a subcontractor of Stanley Wilt, in the sum of $1,089.09 against the bond taken from Stanley Wilt as Principal and Glens Falls Insurance Co. as Surety, for the work of grading and oiling the Ochoco Jct.-Howard School Section, Ochoco Ranger Station Road, under Contract No. 5707 with the State of Oregon, acting by the Oregon State Highway Commission. The said materials supplied as aforesaid were used in the performance of the work called for by said contract.

DATED this 3rd day of February, 1961.

STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

By D. K. Lawn

Assistant Regional Credit Manager

FORM E-125

RECEIVED
JUN - 3 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERRY, SECRETARY
SALEM

3460
5707

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

Mr. Stanley Wilt
P. O. Box 199
Corvallis
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5707, awarded May 17, 1960, for grading-oiling the Ochoco Jct.-Howard School Section of the Ochoco Ranger Station Road in Crook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

OREGON STATE HIGHWAY DEPARTMEN

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/1/60	cs 609		507-1035-297

NOTED
NOTED & COX
C. G. SWENSON

INVOICE NUMBER

65046

Crook County
Prineville, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$27,100.00
Partial transfer county advance deposit for Ochoco Junction-Howard School Section, FAS 831, covered by agreement dated 4/15/60			21,600.00
To be retained			$ 5,500.00

RECEIVED
JUN 3 1960
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150X (REVISED 5-60)

RECEIVED
MAY 27 1960
FOR FILING
5707

May 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 24, 1960, on Contract No. 5707, Cohoco Junction-Howard School Section, in Crook County, in connection with Federal Aid Project No. S-446(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

MEMO TO FILES
5/25/60

FAS 831, Crook County
Ochoco Junction-Howard School

On Tuesday, May 24, 1960, Mr. C. G. Swenson and H. S. Cox contacted Mr. Dean Swift, Division Engineer in Bend, Oregon, regarding a signed option between Crook County and Hudspeth Land & Livestock Company. It was brought to Mr. Swift's attention that certain phases of this option are contrary to our contract: namely, that the timber becomes the property of Hudspeth Company. It was also stressed that certain other work will be in addition to items covered by the contract, the cattlepass at station 146 being the item of most importance. This item will be handled under Extra Work Order.

Two copies of option between Crook County and Hudspeth Land & Livestock Company were left with Mr. Swift.

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

"Ochoco Jct - Howard School - FAS. 831

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-446(1)

Highway No. FAS 831

Name of Project Ochoco Junction-Howard School Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Prineville, Oregon, this 16 day of May, 1960.

Crook County Court

Harry C Fowler
Judge

Luke M. Reif
Commissioner

Ingelman Norberg
Commissioner

Attest:
Hazel A Powell
County Clerk

30758 — Hudspeth Land & Livestock Co.
30759 — Ernest L & Valoura Grubbe.
30760 — J.L. & Anna .C. Hendricks.

P. O. BOX 386

PHONE HI 7-5512

JAMES B. MINTURN
DISTRICT ATTORNEY
CROOK COUNTY
PRINEVILLE, OREGON

May 16, 1960

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division, Subject Highway # FAS 831

Gentlemen:

I enclose herewith the following documents:

1. Right of way certificate in duplicate from the County Court of Crook County.

2. Option for Right of Way signed by Hudspeth Land and Livestock.

3. Crook County check in favor of the Oregon State Highway Commission in the amount of $27,100.00.

We made some changes in the form option which you prepared as it was necessary to do so in order to obtain the signature of Hudspeth Land and Livestock.

Sincerely,

James B. Minturn
District Attorney

JBM:amc
Enclosures

Rec- 1:10 p.m.
5-17-60
Tel-a.-City Rel. Div.
C.H
Gave to John Graham. 5/18/60
cnf.

Salem, Oregon
May 18, 1960

Advance Deposit
FAS 831, Crook County

Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

Attached is Crook County's warrant in the amount of $27,100 which represents the county's share of the estimated total cost for construction of the Ochoco Junction-Howard School Section of FAS 831.

John D. Graham
County & City Relations Office Engr.

JDG:mm
Att.

NOTED
V. R. JONES

Salem, Oregon
May 17, 1960

Ochoco Junction-Howard School Section
FAS 831, Crook County

Mr. R. L. Porter
Office Engineer
Building

NOTED
H. S. COX
NOTED
C. G. SWENSON

The required advance deposit on the subject project has been received from Crook County.

This project is now clear for award of a contract.

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

NOTED
V. R. [illegible]

NOTED
H. S. COX

NOTED
C. G. SWENSON

April 20, 1960

Crook County Court
Courthouse
Prineville, Oregon

NOTED
Harold C. [illegible]

Gentlemen:

On April 19, a satisfactory bid was received from Stanley Wilt of Corvallis, Oregon, for construction of the Ochoco Junction-Howard School Section, FAS 831. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$119,134.50
Anticipated Additional Items	
Flagging	1,000.00
Pave Cattle Pass	125.00
Signing	450.00
	$120,709.50
Engineering & Contingencies (12½%)	15,088.69
Estimated Total Cost	$135,798.19
County Advance Deposit	
20% of $135,798.19	$ 27,100.00

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $27,100, forwarding same to this office.

Enclosed are three right-of-way certificates, two of which must be signed and returned to this office. Upon receipt of the deposit and right-of-way certificates, a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By H. S. Cox

H. S. Cox
Assistant County and City Relations Engineer

HSC:mm
Encl.

RECEIVED
APR 13 1960
FOR FILING
S-446 (1)
5707

April 13, 1960

County Court of Crook County
Court House
Prineville, Oregon

Gentlemen:

We are enclosing for the records and files of Crook County a fully executed copy of an agreement between the State Highway Commission and Crook County covering the Ochoco Junction-Howard School Section of FAS 831 in Crook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

RECEIVED
APR 19 1960
FOR FILING
L 4416 (1)
5707

MISC. CONTRACTS and
AGREEMENTS No. 2207

Salem, Oregon
April 18, 1960

FAS Project Agreement
Crook County

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with Crook County covering the Ochoco Junction-Howard School Section of FAS 831 in Crook County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Crook County.

Secretary

rn
Attach: 1

FORM E-30X 80M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1960

SUBJECT: FAS Project Agreement
Crook County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Ochoco Junction-Howard School Section of FAS 831 in Crook County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The Highway Commission approved the project 8/13/59.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-13-59 Min Page 23
Floyd Quenzer
Secretary

NOTED
C. G. SWENSON

April 5, 1960

Crook County Court
Courthouse
Prineville, Oregon

NOTED
H. S. COX

Gentlemen:

Enclosed please find two copies of a corrected agreement ($158,000 instead of $151,000 on sheets 4 through 7) covering the Ochoco Junction-Howard School Section of FAS 831.

Please destroy the two original agreements that were previously sent and substitute the enclosed agreements.

If these agreements are satisfactory, please sign, have the county clerk attest with seal, and return both signed copies of the agreement to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County and City Relations Engineer

HSC:mm
Encl.

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
H. S. COX

April 4, 1960

NOTED
Harold C. Ayers

Crook County Court
Courthouse
Prineville, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Ochoco Junction-Howard School Section of FAS 831.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $151,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be mailed so as to arrive in Salem not later than April 15, 1960.

As this office has not been advised regarding the status of right-of-way negotiations, three right-of-way certificates are enclosed for your respective signatures. An early return of these signed certificates will be greatly appreciated. Any conditions agreed to in the right-of-way negotiations which might affect the construction of this project should be listed at the bottom of the right-of-way certificate.

It is presently planned to accept bids for this project on April 19.

Very truly yours,

W. C. Williams
State Highway Engineer

By: H. S. Cox
Assistant County & City Relations Engineer

HSC:ma
Encl.

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
2/18/60

NOTED
John F. Hagemann

NOTED
Harold C. Avers

FAS 831, CROOK COUNTY

TERMINI: From FAP 5 easterly 3.4 miles (Ochoco Junction-Howard School Section).

PROPOSED WORK: Construct 2-lane intermediate type surface.

PROJECT LENGTH: 3.42 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$160,000	$96,000	$32,000	$32,000 (Co.)

EXISTING FACILITY
ROADWAY: Light gravel wearing surface 20' to 24' wide on 24' to 28' wide roadway. Some substandard grade and alignment.
STRUCTURES: None.

ADJACENT SECTIONS
WEST END: Junction FAP 5.
EAST END: 20' to 24' wide gravel wearing surface on 24' to 28' wide roadway.

PROJECT: Grade, drain, place base material, and construct a type O-11 oil mat wearing surface 22' in width with 4' shoulders.

ROW WIDTH	60' minimum.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
MINIMUM DESIGN STANDARDS:	No exceptions.
UNUSUAL OR COMPLICATED SITUATION:	None.

FAS 831 serves a heavily timbered area, some cattle ranching, and seasonal heavy recreational use and is a school bus and mail route.

JFH:mm

NOTED

February 3, 1960 NOTED

Crook County Court
Courthouse
Prineville, Oregon

NOTED
C. G. SWENSON

Gentlemen:

Enclosed are four copies each of three option forms covering right-of-way required in connection with the Ochoco Ranger Station Road project on FAS 831. Also being forwarded under separate cover are five prints of a right-of-way map showing the location of the property involved.

After the County has completed negotiations for this right-of-way, please advise this office by signing and returning two copies of the enclosed right-of-way certificate. Any conditions agreed to in the right-of-way negotiations which might affect our construction project should be listed at the bottom of the right-of-way certificate.

It is presently planned to accept bids for this project on May 10.

Very truly yours,

W. C. Williams
State Highway Engineer

By NOTED
John F. Hagemann

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
Encl.

NOTED
JOHN D. GRAHAM

FORM E-30 8001 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1960

SUBJECT: OPTIONS
Ochoco Ranger Station Road
Crook County

To: Mr. C. G. Swenson
County & City Relations Engr.
O F F I C E

Attached you will find 3 original option forms in quadruplet covering right of way to be acquired in connection with the West Unit Ochoco Ranger Station Road in Crook County.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineer the conditions, if any, on the transaction.

We are forwarding under separate cover five prints of Map No. 8B-16-15 and 1 sketch map covering this area and bearing our date of January 27, 1960.

File No.	Name	Area	
30758	Hudspeth Land and Livestock Co.	4.5 Acres	P 1
		24.4 "	P 2
30759	Ernest L. & Valoura B. Grubbe	2.50 "	
30760	J. L. & Anna C. Hendricks	0.15 "	

RECEIVED
FEB 3 - 1960
ENGINEER
COUNTY & CITY RELATIONS

E F L.

EARL F. SALING
Right of Way Office Manager

AC:jm
encls. 3 Options

cc: Dean Swift
Harold Brainerd

NOTED
V. R. JONES

NOTED
C. G. SWENSON

Salem, Oregon
December 28, 1959

Mr. Tom Edwards
O F F I C E

West Unit, Ochoco Ranger Station Road
FAS 831, Crook County

NOTED
Harold C. Ayers

The field data for the subject-named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

There is $158,000 of FAS funds (includes federal, state, and county funds) available for this project and the project length should be adjusted to fit the available funds. The length adjustment is to come off of the easterly end of the project.

Please advise this office when the length has been established in accordance with the funds.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall
Vic Wolfe

NOTED
JOHN D. GRAHAM

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
C. G. SWENSON

Section ... Highway FAS 931 County ... Profile ...
Res. Engr. ... Length of Project 3.0 Miles. Sta. ... to Sta. ... Date 1-8-60

... TYPICAL SECTIONS Traffic Classif. -- MH (Logging Area)

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

NOTED
John F. Hagemann
BRIDGE ENGINEER

Required Base & Surf.		Designed Base			
Crushed	Run Crushed	Select Surf. Allow.	Sub Base		
13"			13"		

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
... material source to be determined by the Engineer.											

cc: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by ... Asst.

Recommended by ... Construction Engineer

Recommended by ...

Approved by ... Engineer of Materials
... Deputy State Highway Engineer

NOTED
V. R. JONES

NOTED
John F. Hagemann

LOCATION PROSPECTUS
WEST UNIT, OCHOCO RANGER STATION ROAD
FAS 831 - CROOK COUNTY

NOTED
Harold C. Ayers

8-24-59

The following prospectus is submitted concerning the above mentioned section of FAS 831 which is a county road on the Federal Aid Secondary System. The westerly terminus of the project is at the junction of FAS 831 with the Ochoco Highway (FAS 5, State 41). The easterly terminus is 4 miles easterly of the Ochoco Highway Junction. The overall length of the project is 4 miles.

This will be a location survey to prepare plans and estimates for construction on improved alignment and grade within the limits of available funds (approximately 3.5 miles). The general route approximates the existing facility. There are no towns affected by this project.

Reconnaissance is not necessary. Routine soils investigation will be conducted. There are no drainage problems requiring special study. An economic analysis is not needed at this time.

The present (1958) ADT is 100 and the projected (1978) ADT is 160. This will be a Class E-45 highway with a maximum grade and curvature of 5 per cent and 12 degrees respectively. The typical section will consist of a 22-foot traveled way with 4-foot shoulders. The tentative base design by G. L. Decker is:

Paving course	1¼" 0-11 oil mat
Level Course	2 " 3/4"-0 crushed
Bottom course base	10 " coarse crushed
Total	13¼"

(Base design subject to change upon completion of soils investigation).

Complete rise and fall and central angle data are not available at this time, but a saving of 60 degrees of central angle is anticipated for the new alignment with no appreciable saving of rise and fall.

Deviation from State and Federal standards is not anticipated, except that 11-foot running lanes will be used instead of 10-foot lanes to accommodate logging traffic.

This will be an unrestricted access facility with no interchanges or railroad crossings. There are no major stream crossings.

Materials are available from local commercial and state controlled sources.

Final agreements with the county will be necessary.

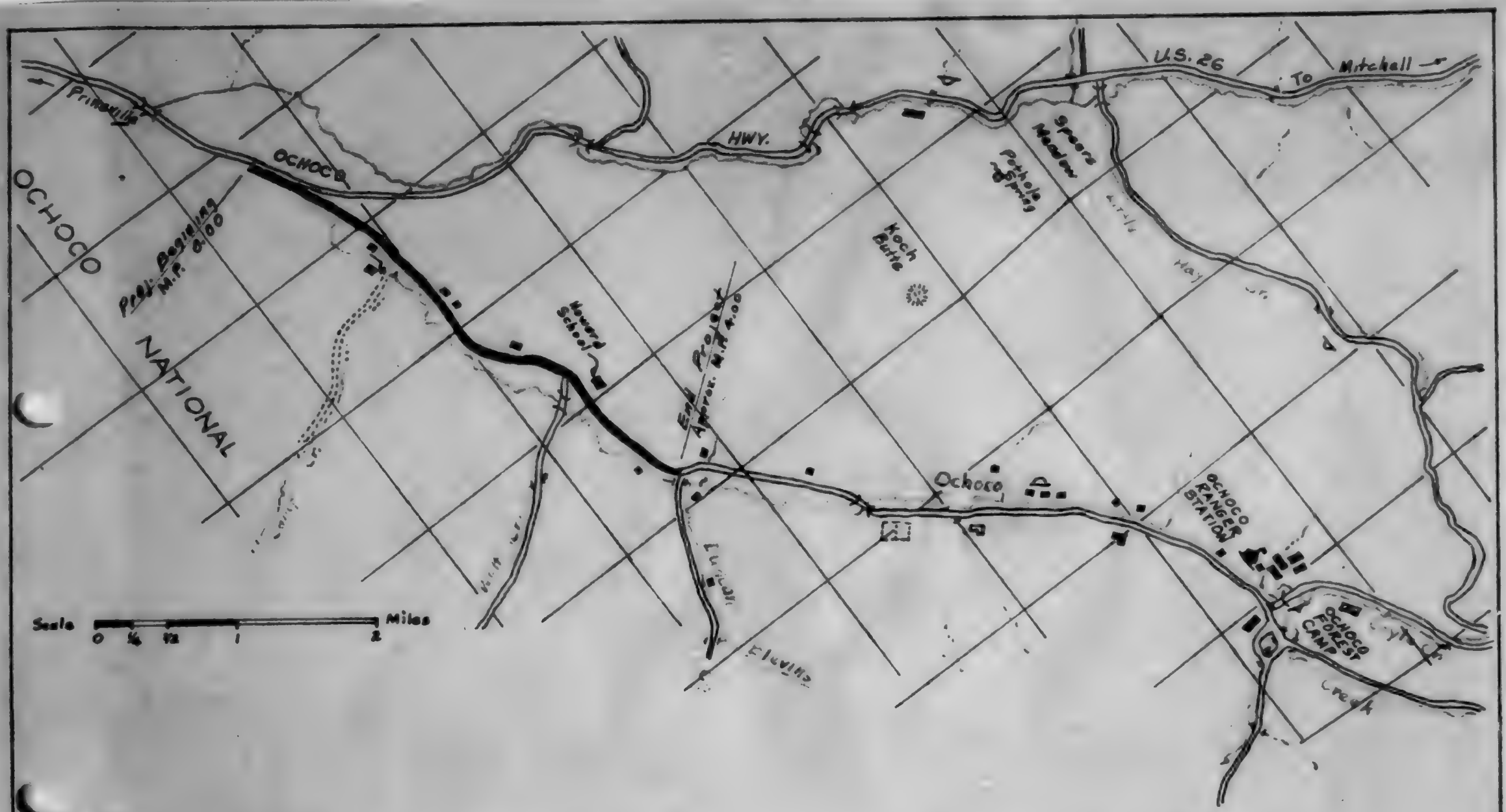
There are no state parks or roadside rest areas affected by this project.

August 24, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift (2)
E. L. Scrivner
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C . G. Swenson
Walter T. Wright

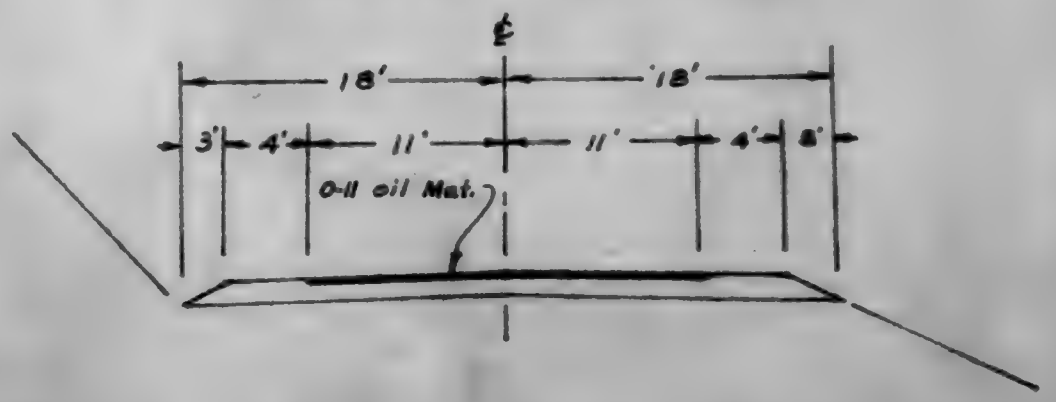
RECEIVED
AUG 26 1959



PROSPECTUS SKETCH MAP
WEST UNIT
OCHOCO RANGER STATION ROAD
CROOK COUNTY JULY 1959

STATE OF OREGON

TYPICAL SECTION



NOTED
V. R. JONES

NOTED
C. G. SWANSON

August 19, 1959

Crook County Court
Courthouse
Prineville, Oregon

~~FAS 831~~ FAS 831

Gentlemen:

On August 13 the Highway Commission approved the Crook County FAS project on FAS 831 as described in the attached tabulation which is believed to conform with the county's request. The survey for this project will be performed under the supervision of our Division Office with headquarters in Bend.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Att.

NOTED

Salem, Oregon
August 17, 1959

County FAS Projects
Approved 8/13/59

Mr. Dean Swift, Division Engineer
Oregon State Highway Department
P. O. Box 151
Bend, Oregon

V. R. JONES
NOTED

On August 13 the Highway Commission approved the county FAS project in Crook County as described in the attached tabulation. Three copies of this tabulation, with map attachment, had been forwarded to you at an earlier date.

John F. Eggemann
Assistant County & City Relations Engineer

JFE:mm
Att: Tab. 59-f

cc: Tom Edwards
Rod Porter
Vic Wolfe

NOTED
C. C. SWEETSON

Salem, Oregon
July 20, 1959

NOTED
Harold C. Ayers

Proposed County FAS Project
FAS 831
Crook County

Mr. Tom Edwards
O F F I C E

Enclosed are three copies of a tabulation, with map attachment, describing a county FAS project proposed by Crook County for construction with fiscal year 1961 FAS funds.

This project will be presented to the Highway Commission for approval at its August 13 and 14 meeting.

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Encl.

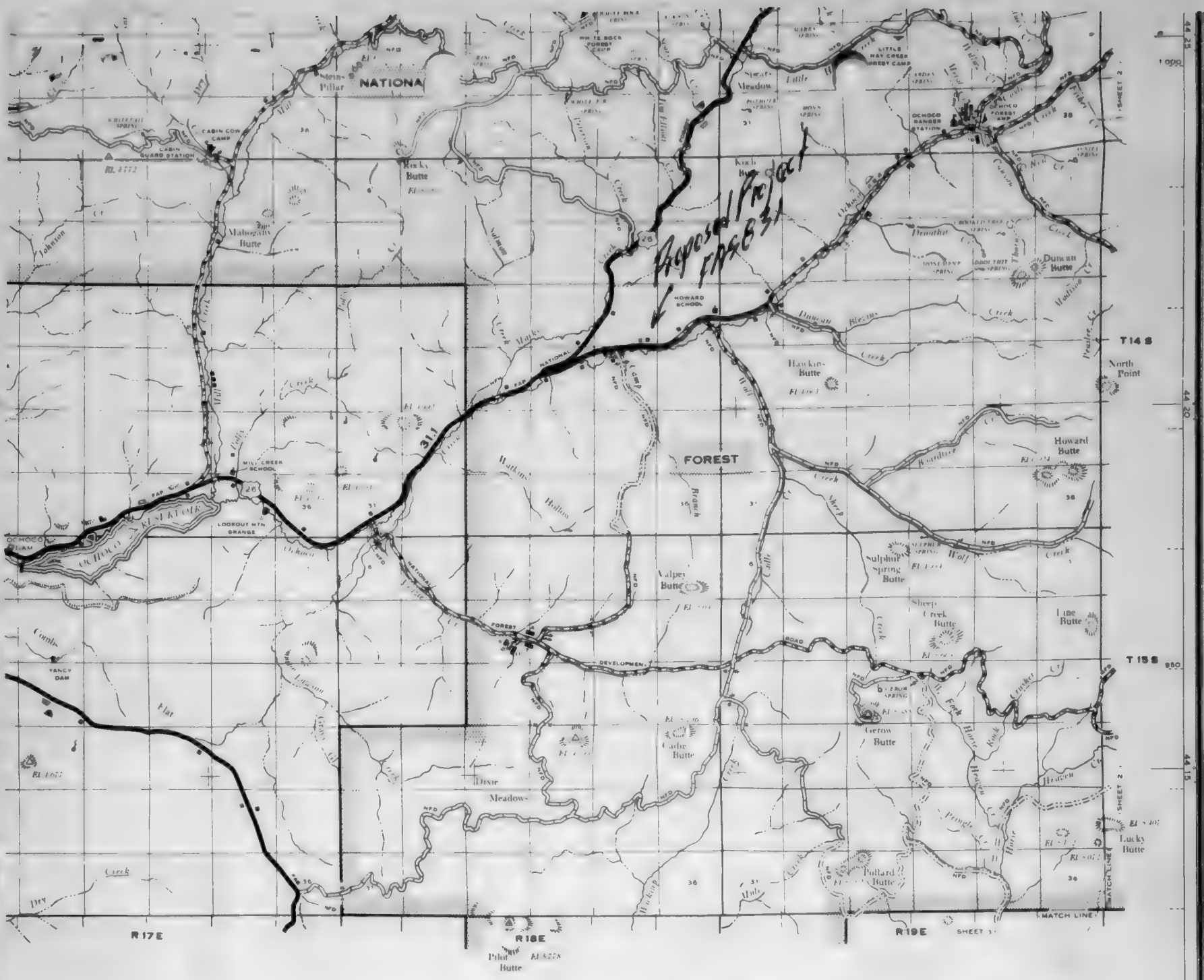
cc: Dean Swift
G. L. Decker
Vic Wolfe

PROPOSED PROJECT
CROOK COUNTY

FAS 831, West Unit, Ochoco Ranger Station Road Section, $161,000. This section extends from the junction of FAS 831 with FAP Route 5 (Ochoco Highway) easterly as far as funds will permit which is estimated to be approximately 3.5 miles.

The proposed project is to grade and drain to an improved grade and alignment, place base material, and construct a type O-11 oil mat wearing surface 22' in width with 4' shoulders.

As the county plans to complete the reconstruction of the entire FAS route as funds become available, it may be advantageous to survey some additional mileage at this time.



GENERAL HIGHWAY MAP

CROOK COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

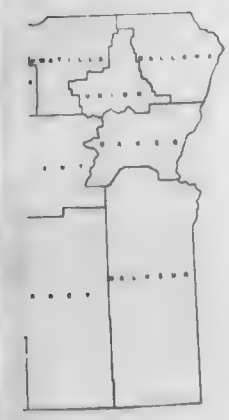
IN COOPERATION WITH THE

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLANNING SURVEY



SHEET 1 OF 4 MAP SHEETS AND 1 SUPPLEMENTAL SHEET

SEE SUPPLEMENTAL SHEET 1A FOR ENLARGED AREAS

1 PRINEVILLE

SCALE

0 1 2 3 4 Miles

1955

Polyconic Projection

Plane Coordinate on Lambert Projection

Oregon South Zone in Thousands of Feet

1954

120 40 120 35 120 30 120 25

SHEET 1

APPROVED AUG 19, 1955

GENERAL HIGHWAY MAP CROOK COUNTY OREGON 7

S-423(1) John Day R. (Twickenham) 1960
Br.
#5708

C & A
2211
4-18-60

RECEIVED
FOR FILING
5708

PACIFIC CONCRETE COMPANY

GENERAL CONTRACTORS

P.O. Box 7648
Portland 20, Oregon

10401 N. E. Marx Street
ALpine 4-7315

December 18, 1961

Mr. Ivan D. Merchant, Bridge Engineer,
State Highway Department,
Salem, Oregon.

RE: John Day River Bridge
Bridge No. 108A

Dear Sir:

We enclose herewith signed approval with respect to correction of bid item #28 on the above job.

We regret the delay in this matter, but Mr. Jordan has spent considerable time in Chicago during the last month, due to the illness of his father. Mr. Jordan, Sr., finally passed away last Friday, and we were fortunate to obtain the required signature before Mr. Jordan, Jr., left for Chicago on Saturday.

Yours truly,

PACIFIC CONCRETE COMPANY,

By: G. Robert Bussanich
G. Robert Bussanich

GRB/mk
Encl.

RECEIVED
DEC 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 14, 1961

Pacific Concrete Company (Oregon Corp.)
Otis P. Jordan, Jr. & Vernon Glidden
10401 N. E. Marx Street
Portland, Oregon

Attention: Otis P. Jordan

Re: John Day River Bridge
Bridge No. 108A

Gentlemen:

This is to confirm our telephone conversation of December 11, wherein you consented to our correction of bid item 28 for the above job; which correction changed the bid item to read 6,060 "C" Yd. Sta. instead of the erroneous language of your proposal which read 6,060 Yd. Sta.

This correction will be carried into the contract documents. No other changes will be made in the contract documents.

Please acknowledge reciept of this by signing and returning one copy of this letter.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

NOTED
I. D. MERCHANT

Approved_____

_____

Pacific Concrete Company (Oregon Corp.) Otis P. Jordan, Jr. & Vernon Glidden

By Otis P. Jordan Jr.

RECEIVED

A

RECEIVED
DEC 13 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 10, 1962

Union Pacific Railroad Co.
2525 N. E. Larrabee Avenue
Portland 17, Oregon

Attention: G. H. Baker
Supt.

Re: Meacham Railroad O'Xing
Umatilla County
Contract No. 5708
Your File: D 315-2-80

Gentlemen:

Our Contractor completed work on the above project on July 23, 1962, and in order for us to complete this contract, we must have your final billings for all service performed by your company. The last billing we received from you was for the period of October, 1961.

Could you please expedite?

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WDG:dl

cc: R. M. Brown
G. S. Paxson
Duane Wolfe

RECEIVED
DEC 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FOR FILING
423(1)
4718

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 10, 1962

Union Pacific Railroad Co.
2525 N. E. Larrabee Avenue
Portland 17, Oregon

Attention: G. H. Baker
Supt.

Re: Meacham Railroad O'Xing
Umatilla County
Contract No. 5708
Your File: D 315-2-80

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Could you please expedite?

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WDG:dl

cc: R. M. Brown
G. S. Paxson
Duane Wolfe

RECEIVED
DEC 11 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 11 1961
FOR FILING
5708

August 11, 1961

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Walder & Kenworthy on contract #5708 for construction of the Twickenham Bridge (John Day River) on the Rowe Creek Road (FAS 814) in Wheeler County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $108,533.75, including the post-final payment of $1,125.39. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Walder & Kenworthy

RECEIVED
JUL 27 1961
FOR FILING

July 24, 1961

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

State Highway contract #5708 for construction of the Twickenham Bridge (John Day River) on the Rowe Creek Road (FAS 814) in Wheeler County was completed by the contractor, Walder & Kenworthy, on May 22, 1961, and was formally accepted by the Highway Commission on June 27, 1961.

Final payment in the amount of $5,344.96 will be released to the contractor on or after July 31, 1961. The total contract amount is $107,408.36, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Walder & Kenworthy

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
JUL 19 1961
FOR FILING
5708

July 18, 1961

Mr. Henry Walder
Walder & Kemsorthy
4911 S. E. Maldrum
Portland 22, Oregon

Dear Mr. Walder:

At the first convenient opportunity when you are in or going through Salem, I would appreciate discussing with you your claim for additional compensation on the excavation for the John Day River Bridge at Twickenham.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms

cc to: Mr. W. C. Williams

FORM CO-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: July 13, 1961

Attention: Mr. G. S. Paxson

FROM : C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

SUBJECT: John Day River (Twickenham) Bridge, Oregon Project S-423(1)

Reference is made to your July 3 letter concerning extra compensation for foundation work on subject bridge.

We agree that the contractor may be entitled to additional compensation on the basis of the misinformation furnished to him on the plans. Unfortunately, however, we do not feel we can participate in any such extra cost in view of your specifications which specifically set forth the manner of payment for the work that was accomplished and in view of the special provision on page 20 as quoted in your letter.

RECEIVED
JUL 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: July 13, 1961

Attention: Mr. G. S. Paxson

FROM : C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

SUBJECT: John Day River (Twickenham) Bridge, Oregon Project S-423(1)

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RECEIVED
JUL 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 1961
FOR FILING

July 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: John Day River (Twickenham) Bridge, FAS S-423(1)

Dear Sir:

The contract for the John Day River Bridge at Twickenham on the Rowe Creek Road (FAS 814) was awarded to Walder & Kumsorthy on May 17, 1960. Item 2 of this contract covers structure excavation in the amount of 400 cubic yards at a bid price of $5.00 per cubic yard. The plans for the structure on Drawing 15558 show foundation material as sand and gravel over the entire length of the structure. This showing was based upon a test hole approximately midway between Pier No. 2 and Bent No. 3. The material which was encountered in Pier No. 2 was approximately that shown on the plans. At Pier No. 1, located 104 feet southerly from Pier No. 2, the material encountered was massive boulders set in fairly compact gravel, sand and clay and was not sand and gravel as ordinarily defined. The excavation for this pier was about 3½ times as costly as the excavation for Pier No. 2, and the contractor has requested an adjustment to cover his additional costs due to the material encountered not conforming to the bid plans. He has submitted to us and we have examined his cost data on Pier No. 2 and on Pier No. 1. His actual out-of-pocket cost, not including any profit, on Pier No. 2 was $5.97 per cubic yard. His actual cost on the same basis for Pier No. 1 was $19.95 per cubic yard, or a difference of per cubic yard cost of $13.98. The yardage in Pier No. 1 was 161 cubic yards, or an additional cost of $2,250.78. I enclose herewith the breakdown of his costs.

The contract, on page 20 of the special provisions, reads as follows:

"The subsurface material at the structure site, as shown on the plans, represents the best available estimate of existing conditions based on explorations made by the Highway Commission. The Highway Commission does not guarantee that material encountered will conform to that shown on the plans."

July 3, 1961

In spite of this provision, it is my opinion the plan referred to above, wherein sand and gravel was shown over the entire length of the project, is in error and constitutes misinformation furnished the contractor. The showing of sand and gravel should have been restricted to the test hole only and not extended to piers remove from that hole. I propose an adjustment with the contractor based on his actual costs without profit in the amount of $13.98 for the 161 cubic yards moved, for a total of $2,250.78.

Prior to executing a price agreement covering this, I request your approval of the adjustment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSPjms

cc to: Mr. W. C. Williams
P. S.: Mr. Ivan D. Merchant

No additional allocation of funds will be necessary, as unused contingency allowances will cover the adjustment.

G.S.P.

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 9, 1961

Walder & Kenworthy
4911 S. E. Meldrum Avenue
Portland 22, Oregon

12 2 99.28

Gentlemen:

Re: John Day (Twickenham) Bridge
Contractor's Claim
Bridge No. 8694

I have your letter of February 27 requesting additional compensation for excavation for Pier 1 of the subject job.

It is unfortunate that we did not have additional test holes on this project, however, I notice that all except Pier 1 were comparable to the material indicated.

Because of Paragraph 2.1.1 Page 20 of the special provisions which states that "The subsurface material at the structure site, as shown on the plans, represents the best available estimate of existing conditions based on explorations made by the Highway Commission. The Highway Commission does not guarantee that material encountered will conform to that shown on the plans," no adjustment on excavation can be made.

I believe I told you once before that we now have an additional foundation drilling rig in service, and expect to have better foundation data in the future. However, because of the nature of foundation work it will always be a gamble with the contractor as any uncertainties will be the contractor's responsibility.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. Dean Swift
Mr. M. W. Moore

Oregon State Highway Dept. Portland 22, Ore.
Salem, Ore. Feb. 27, 1961.
Att. Mr Ivan Merchant;
Dear Sir;

This letter pretains to the excavation for the John Day (Twickenham) Bridge,

On the Plan & Elevation Sheet #1 you showed one test hole at Sta. 10+00, 30ft. right of center line, showing the material consisted of sand and gravel. This was true for Pier # 2 and Bent #3. Bent # 1 was silt and some gravel. Pier # 1 consisted of boulders and gravel. The boulders were up to 3 cu.yds.in size imbedded in cemented gravel. We had to use Powder to break them up, which complicated matters as we were doing this excavation inside of a coffer dam. Below we list the relative cost between Pier # 1 and Pier # 2.

Pier # 1 . Engineers estimate 161 yds.	
Crane Rental- Bare- 103 hrs. at $ 15.00	1545.00
Compressor & Jackhammer- rental-3 days	84.45
Powder & Supplies	72.35
Labor, 6 men, 419 hrs.	1302.12
Social Security	39.06
State Unemployment	35.16
Federal Unemployment	3.91
State Industrial Accident	60.55
Health , Welfare & Pension	69.80
Cost per. yd. $ 19.95	3212.40
Pier # 2 . Engineers estimate 156 yds.	
Crane Rental- Bare- 40 hrs. at 15.00	600.00
Labor, 3 men. 80 hrs.	288.78
Social Security	8.66
State Unemployment	7.80
Federal Unemployment	.87
State Industrial Accident	13.42
Health, Welfare & Pension	16.00
Total	931.12
Cost per. yd. $ 5.97	

We feel we should be reimbursed for the difference in cost due to the fact that the material in Pier #1 was not as shown by the Test Hole.

Hoping this will receive your attention we remain;

Respectfully Yours;

Walder & Kenworthy,

By_____ Partner

RECEIVED
JUN 20 1961

D. Cook

FOR COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5708

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 19, 1961

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
477 Cottage, N. E.
Salem, Oregon

Dear Sir:

Walder & Kenworthy completed work on the John Day River (Twickenham) Bridge Project on the Rowe Creek Road (FAS 814) in Wheeler County, Contract #5708, FAP No. S-423(1), on May 22, 1961.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

nk

cc: J. W. Nash
Floyd Query
D. B. Parlee

NOTED
FLOYD QUERY

NOTED ON CARD

RECEIVED
FEB 28 1961
FOR FILING

8-423(1)

57-2

February 28, 1961

Great American Insurance Co.,
Wells-Reed Insurance
414 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Walder & Kenworthy a portion of the funds heretofore retained by the Commission on contract #5708 for construction of the Twickenham Bridge (John Day River) on the Rowe Creek Road (FAS 814) in Wheeler County.

This payment, in the amount of $7,299.28, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $3,156.60. The present payment will be released on or after March 10, 1961.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Walder & Kenworthy

RECEIVED
FEB 17 1961
FORM [illegible] 29395

File T

S-423(1)
5708

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1961

SUBJECT: John Day River
(Twickenham) Bridge
Contract #5708

To: Mr. W. C. Williams
State Highway Engineer
O F F I C E

Walder & Kenworthy, contractor, on the above project, has completed all work under the contract with the exception of painting the steel beams. This work can not be done until favorable weather conditions occur sometime in the late spring of this year, and we can not give the contractor a completion date on the contract until such time as the painting is done.

Contractor has requested the release of a part of the retained percentage held on the work. Inasmuch as the contractor is prevented from completing the contract by conditions beyond his control, I would recommend to you that the contractor's retained percentage be reduced from the usual 7½% to 3% of the completed work in order to release a part of the contractor's funds. This is a small construction firm and I know that their finances are limited and the release of the retained percentage would be of material benefit to the contractor.

At the present time, we are holding some $8200 in retained percentage. Reduction in retained percentage as recommended above would release approximately $5000 of the contractor's funds. We will withhold enough money in the structural steel item to cover painting costs plus an estimated $3800 of retained percentage which is ample to protect the State's interest in the contract.

May I have your approval of reducing the retained percentage.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:nk

APPROVED _____
W. C. Williams

Ivan D. Merchant

RECEIVED
FOR FILING

5708 6-16-60 A

Monthly Transaction No. 6-89

Project Report No. 1 423(1) 3

5708

Form R-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Wheeler

Project No.: S-423(1)

FEDERAL-AID PROJECT AGREEMENT

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

FAS 814 John Day River (Twickinham) Bridge at approx. S. terminus of

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	0.0
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 120,279	$ 70,800

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

KK C. C. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer June 16, 1960

USComm-DC 40257

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the John Day River (Twickenham) Bridge, Project No. S-423(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:hb

May 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the John Day River (Twickenham) Bridge, Project No. S-423(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:ia

Oregon State Highway Department

Federal Aid Secondary
Project No. S-429(1)

JOHN DAY RIVER (TWICKENHAM) BRIDGE ON THE

ROSE CREEK ROAD IN WHEELER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 24, 1960

Type Code X031
Twickenham Bridge (Sta. 7+33.5 to Sta. 10+74.5)(Contract No. 5708)

Shoring, Cribbing, Etc.	All Required		$10,000.00
Structural Excavation	400 cu.yds.	$ 5.00	2,000.00
Structural Excavation Below Elevation Shown	40 cu.yds.	20.00	800.00
Furnish Steel Piling	1,360 lin.ft.	4.50	6,120.00
Drive Steel Piles	64 only	80.00	5,120.00
Splice Steel Piles	8 only	25.00	200.00
Seal Concrete	70 cu.yds.	45.00	3,150.00
Class "A" Concrete (480 cu.yds.)	All Required		40,000.00
Metal Reinforcement	All Required		11,700.00
Structural Steel (132,500 lbs.)	All Required		30,000.00
6-inch Metal Drain Pipe	85 lin.ft.	3.00	255.00
Subtotal			$109,345.00
10% Engr. & Cont.			10,934.00
Total			$120,279.00

Length of Structure 0.065 Mile

Federal Funds	$ 70,800.00
State Funds	23,600.00
County Funds	25,879.00
	$120,279.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Wheeler County with the Highway Department.

FORM S-123

RECEIVED
JUN - 3 1960
FOR FILING
42-(1)
5708

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. [illegible]
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 2, 1960

Walder & Kenworthy
4911 SE Waldrum Avenue
Portland 22
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5708, awarded May 17, 1960, for construction of the John Day River (Twickenham) Bridge on the Rowe Creek Road (FAS 814) in Wheeler County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 18 1960
FOR FILING
Ltr
Bridges
Co.

April 18, 1960

County Court of Wheeler County
Court House
Fossil, Oregon

Gentlemen:

We are enclosing for the records and files of Wheeler County a fully executed copy of an agreement between the State Highway Commission and Wheeler County covering the John Day River (Twickenham) Bridge on FAS 814 in Wheeler County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
APR 19 1960
FOR FILING
L 423(1)
5708

Salem, Oregon
April 18, 1960

MISC. CONTRACTS and AGREEMENTS No. 224

FAS Project Agreement
Wheeler County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with Wheeler County covering the John Day River (Twickenham) Bridge on FAS 814 in Wheeler County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Wheeler County.

Secretary

rn
Attach: 1

FORM E-30X 80M 7-59 22126

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: FAS Project Agreement
Wheeler County

Attached are three copies of an agreement covering the John Day River (Twickenham) Bridge on FAS 814 in Wheeler County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The Commission approved the project 12-11-58 12/16/59.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-58 Min. Page 30
Floyd Quiry
Secretary

RECEIVED
JAN - 7 1960
FOR FILING
§ 42 (1)
570

January 6, 1960

Mr. E. R. Fatland
Condon, Oregon

Dear Ernie:

Previously, you had been informed that the John Day River Bridge on Highway 206 would be advertised at the December meeting of the Highway Commission. To conform to the contract control, as required by the U. S. Bureau of Public Roads, we have been revising our letting schedules. We now propose to call for bids for this bridge on April 19.

While this is a delay in calling for bids on the project there actually will be no delay in the construction of the bridge, as no prudent contractor would attempt to place falsework in this river prior to the first of April.

We have requested that our District Maintenance Superintendent call on you in the near future in regard to the installation of the Devils Butte view finder. He will determine whether any additional right of way is needed for this view finder and will make the necessary arrangements to have it constructed on the arrival of suitable weather this spring.

Best personal regards.

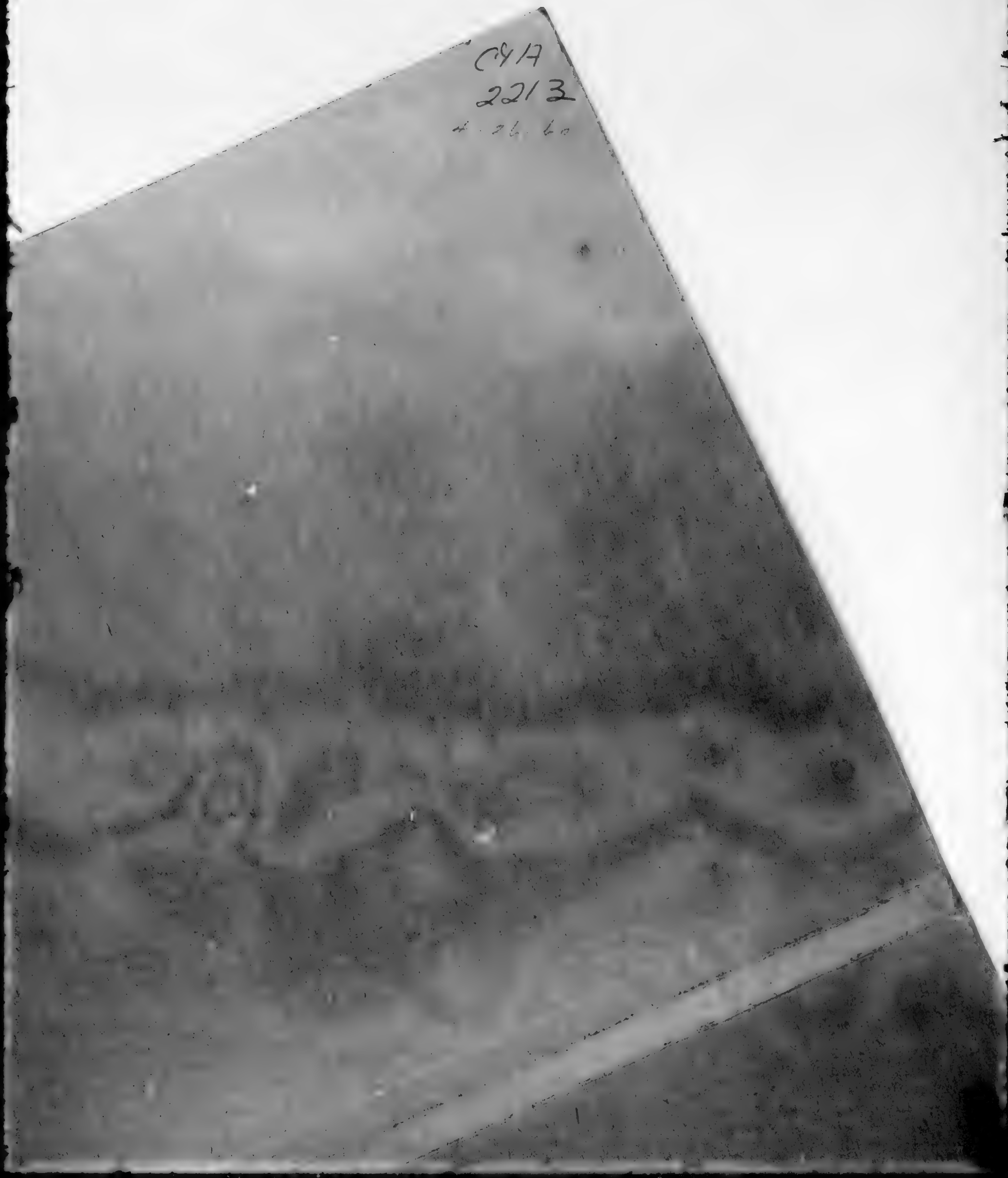
P. M. Stephenson
Assistant State Highway Engineer

PMS:er

S-45(4) Chemawa Rd.-Salem Sec. of N. River Rd. (Grad. & Pav.) 1960

#5709

C4/7
2213



RECEIVED
FEB 6 1962
FOR FILING

February 6, 1962

Keizer Water District
3393 River Road N.
Salem, Oregon

Attention: Mr. D. P. Slater
Superintendent

Gentlemen:

This is in reply to your letter of January 30, 1962 concerning your claim, in the amount of $444.71, which was filed with the Secretary of State on January 25, 1961, in connection with State Highway Contract No. 5709.

If you wish, you may institute an action on the contractor's bond in the circuit court of this state or the federal district court of this district. This is outlined under ORS 279.536 on page 3 of the attached excerpts. In other cases similar to yours we have suggested that they contact their attorney, you might wish to do the same.

The State does not make payments direct to claimants for the reason that many claims are controversial.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:hl

Encl.

NOTED ON CARD

KEIZER *water district*

. . . delightful Salem suburban living

D. P. SLATER
SUPERINTENDENT

TELEPHONE EMPIRE 3-4813
3393 RIVER ROAD N.
SALEM, OREGON

January 30, 1962

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Please refer to your letter of July 28, 1961, re. Salem Road & Driveway Co. account, State Highway Contract #5709.

We will appreciate it if you will advise us what procedure is necessary for us to bring this matter to a payment basis.

We note that the State looks to the prime contractor and surety, for such payment, therefore, does the State in any way require such payment to be made, or is it incumbent on us to sue the contractor and in any way tie in the Contractor's Bond with the State in the suit?

We will be very pleased to receive your advice as to the proper procedure.

Yours truly,

Keizer Water District

D. P. Slater

D. P. Slater
Superintendent

DPS/ms

Ollie please reply
76

RECEIVED
JAN 31 1962
OREGON
STATE HIGHWAY COMMISSION

NOTED

Contract 5709
S-45(4)

NOTED
DON HARWELL

NOTED
Harold C. Ayers

September 26, 1961

Mr. John A. Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
R. H. PRANGE

FAS 159

Dear Mr. Anderson:

In reply to your letter of September 18, 1961, jurisdiction and maintenance of this section of road was assumed by Marion County as of October 14, 1960, under agreement dated April 21, 1960.

I would, however, like to add that our engineer, Mr. Arthur Duffy (accompanied in most instances by Mr. Ted Kuensie of your office), contacted all property owners advising them as to construction plans. As the construction plans were approved by the Highway Department and also the Bureau of Public Roads, it would be my opinion that the suggested change by Mr. Crossman would not meet the approval of either of the above-mentioned bodies.

If you feel that visiting the area involved would accomplish anything further, I would be happy to accompany you at your convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:mm

cc: Mr. J. D. Walker

NOTED
JOHN D. GRAHAM

NOTED

Contract 5709
I-45(4)

NOTED
DON HARWELL

NOTED
Harold C. Ayers

September 26, 1961

Mr. John A. Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
R. H. PRANGE

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Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HSC:mm

cc: Mr. J. D. Walker

NOTED
JOHN D. GRAHAM

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 53
SALEM, OREGON

Sept. 18,
1 9 6 1

Mr. Harold Cox, Engineer
City-County Relations Dept.
Oregon State Highway Dept.
Salem, Oregon.

Dear Mr. Cox:

I would like to have your office investigate the possibility of complying with the desires of a Mr. Crossman who owns property on North River Road. Mr. Crossman has long complained that the widening of North River Road to four lanes has obstructed the parking in front of his rental property and would like some correction of the matter if possible.

I am attaching a thermofax copy of the locaion with a red circle around the curbing which he feels is denying him some parking space.

I am sure you are aware that the State Highway Department instructed its resident engineer, Mr. Art Duffy, to contact each and every property owner regarding his driveway opening and to fit the opening in accordance with individual desires insofar as minimum standards were concerned. Mr. Crossman would, of course, like to have the curbing removed so that his customers could park diagonally and have full access to the entire front of his property.

I do not feel that we should comply with his request without a thorough study of the matter. Certainly the State Highway Department should be involved, since they were in charge of the engineering on this road improvement.

I wonder if you would advise me of your investigation and perhaps visit the location with me at your convenience.

Very truly yours,

John A. Anderson
County Engineer

JAA:s
Encl.
cc: Marion County Court

RECEIVED
SEP 18 1961
ENGINEER
COUNTY & CITY RELATIONS

STREBIG-DRAKELEY

CROSSMAN RENTALS

PL

STALL PARKING

sign

proposed location

pole

DRIVEWAY

CURB

N. RIVER RD.

RECEIVED
JUL 31 1961
FOR FILING

5709

July 28, 1961

Keizer Water District
3393 River Road N.
Salem, Oregon

Attention: D. P. Slater
Superintendent

Dear Mr. Slater:

This is to acknowledge receipt of your letter of July 24 requesting the present status of your claim in the amount of $444.71 against the Salem Road and Driveway Company on State Highway Contract No. 5709.

This contract was completed August 14, 1960 and accepted by the Oregon State Highway Commission on November 3, 1960.

The United Pacific Insurance Company, through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, Oregon, furnished the Performance Bond, which is given to assure completion of the contract and payment of all bills incurred in it.

Your claim which was filed with the Secretary of State on January 25, 1961 protects your claim under the bond as it was filed within six months after the contract had been accepted by the State Highway Commission. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

We are forwarding a copy of your letter to the United Pacific Insurance Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

Floyd Query
Secretary

CWH:mg
cc: United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

KEIZER *water district*

. . . delightful Salem suburban living

D. P. SLATER
SUPERINTENDENT

TELEPHONE EMPIRE 3-4813
3393 RIVER ROAD N.
SALEM, OREGON

July 24, 1961

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

Upon inquiry of the Secretary of State's office re. our claim for $444.71 against the Salem Road and Driveway Company on contract #5709, filed with the Secretary of State January 25, 1961, we have been referred to you.

Will you advise us of the present status?

Yours truly,

Keizer Water District

D. P. Slater,
Superintendent

DPS/ms

RECEIVED
JUL 25 1961
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
Harold C. Ayers

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-7-61	CC-696		524-1051-297

Marion County
Salem, Oregon

Attention: John A. Anderson, County Engineer

INVOICE NUMBER

70252

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Original advance deposit		$71,134.96	
Less amount previously transferred		46,134.96	
			$25,000.00
County share cost as per attached sta ement		53,239.80	
Less amount previously transferred		46,1 4.96	
			7,1 4.84
To be refu..ded			$17,895.16

FAS 189
Portland-Salem
(Mission Rd.)

RECEIVED
JUL 10 1961
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

A 150 (REVISED 7-60)

NOTED
V R JONES

NOTED
H. S. COX

July 10, 1961

NOTED
Harold C. Ayers

Mr. John A. Anderson
Marion County Engineer
Courthouse
Salem, Oregon

file

Dear Mr. Anderson:

Final costs are now available on the Pudding River (Pratum) Bridge, FAS 737, under agreement dated September 1, 1959, and on the Chemawa Road-Salem Section, FAS 159, under agreement dated April 21, 1960, as shown in the enclosed cost statements.

In accordance with the agreements, refunds of $633.15 and $17,895.16 are due the county in connection with these projects. This refund will be made by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Verne R. Jones
County & City Relations Field Engineer

VRJ:mm
Encl.

RECEIVED
JUN 22 1961
FOR FILING

W.C. Williams

June 19, 1961

NOTE: W. C. WILLIAMS

FINAL COST ANALYSIS

Chemawa Road-Salem
Contract No. 5709

Grading and Paving
Contractor: Salem Road & Driveway Co.
Resident Engineer: Arthur Duffy

Prefix No. 524-1051
Project No. S-45(4)

Item 5709	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	4,500.00		1,105.00	4,500.00
Removal of Conc. Masonry	100%	All	800.00		530.97	800.00
Draingge Excavation	4,928.12	Cu. Yd.	2.50	2.10	10,349.05	12,320.30
General Excavation	14,773.8	Cu. Yd.	1.25	1.09	16,177.04	18,467.25
Finish R.B. & Slopes	1.7	Mile	400.00	260.68	443.15	680.00
8" Concrete Pipe	1,776	Lin. Ft.	2.75	2.55	4,528.80	4,884.00
12" Concrete Pipe	3,614	Lin. Ft.	2.50	2.30	8,312.20	9,035.00
15" Concrete Pipe	2,280	Lin. Ft.	3.00	2.80	6,384.00	6,840.00
18" Concrete Pipe	1,184	Lin. Ft.	4.00	4.00	4,736.00	4,736.00
24" Concrete Pipe	369	Lin. Ft.	5.20	5.00	1,845.00	1,918.80
Extra for Pipe under Pvemt.	778	Lin. Ft.	2.20	1.80	1,400.40	1,711.60
24" Sewer Pipe	1,740	Lin. Ft.	5.30	5.10	8,874.00	9,222.00
Concrete Manholes	9	Each	300.00	250.00	2,250.00	2,700.00
Concrete Inlets, Type "G"	45	Each	56.00	55.00	2,475.00	2,520.00
Concrete Inlets, Type "G1"	17	Each	76.00	75.00	1,275.00	1,292.00
Adjustment of Manholes	3	Each	30.00	25.00	75.00	90.00
Concrete Curbs	374.96	Cu. Yd.	35.00	32.00	11,998.72	13,123.60
Concrete Curbs & Gutters	181.79	Cu. Yd.	35.00	33.00	5,999.07	6,362.65
Concrete Walks	82.56	Sq. Yd.	4.00	3.50	288.96	330.24
Coarse Cr. Mat'l in Base	25,197.5	Ton	1.55	1.51	38,037.78	39,056.13
3/4"-0 Cr. Mat'l in Base	3,624.3	Ton	1.65	1.62	5,881.45	5,980.10
Sprinkling	208.9	M-Gal.	3.50	3.02	631.52	731.15

Final Cost Analysis - Contract No. 5709
Chemawa Road-Salem

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
SS-1 Asph. in Sprinkling	5,100	Gallon	0.25	0.22	1,145.25	1,275.00
Preparation of Base	1.7	Mile	400.00	317.81	540.27	680.00
Class "B" Asphalt Concrete	9,662.05	Ton	6.25	6.17	59,624.76	60,387.81
Rs-1 Asphalt	3.99	Ton	60.00	53.23	212.39	239.40
Extra for Paving Approaches	151	Each	30.00	28.76	4,342.27	4,530.00
Asph. Conc. Traffic Markers	638	Lin. Ft.	1.00	0.77	488.61	638.00
PA#1 Install Conduit & Wiring	100%	All	900.00		695.00	900.00
PA#2 Purch. Conc. Inlet Frames & Grates	5	Each	34.00	34.00	170.00	170.00
Force Account					3,352.43	3,436.38
					$204,169.09	$219,557.41

Gross Revenue	$ 219,557.41
Total Cost	204,169.09
Net Profit	$ 15,388.32

Net Profit equals 7% of Gross Revenue

DETAIL OF COST - Contract No. 5709

Labor:			
Labor		$ 20, 911.02	
Labor Insurance		2, 243.75	
Health and Welfare		1, 226.73	$ 24, 381.50
Material:			
Base Rock Purchased from Salem Sand & Gravel Co.	25, 197.5 Ton @ $0.85	21, 417.88	
3/4"-0 Rock Purchased from Salem Sand & Gravel Co.	3, 624.3 Ton @ $0.85	3, 080.66	
Class "B" Mix Purchased from American Asphalt Co.	9, 662.05 Ton @ $5.00	48, 310.25	
SS-1 Asphalt		833.04	
RS-1 Asphalt	3.99 Ton @ $28.80	114.91	73, 756.74
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		14, 141.20	
Equipment Rental, Hired fully operated		9, 727.90	
Gas, Oil and Grease		3, 511.15	
Bond		1, 317.34	
P.U.C.		87.90	
P.L. and P.D. Insurance		261.39	
Move In, Freight and Cartage		825.60	
Small Tools and Misc. Supplies		750.45	
Amt. paid Nap Rocque for Clearing		1, 105.00	
Amt. paid Salem Sand & Gravel Co., for Drainage Excav., and Pipe Installations		48, 679.45	
Amt. paid Cushing Bros., for Concrete Work		22, 036.75	
Home Office and General Overhead		3, 586.72	106, 030.85
TOTAL COST			$ 204, 169.09

Remarks - Contract No. 5709

This was a "Federal Aid Secondary Project" calling for grading and paving of 1.7 miles of highway roadbed on the Chemawa Road Section of the North River Road in Marion County.

The contract was bid April 19, 1960; awarded May 18th. Work started May 12th and the project was completed October 14, 1960.

The clearing and grubbing was done by Nap Rocque at 25% of the bid price realizing a good profit for the contractor. The clearing consisted of a few small trees and brush.

The drainage excavation and the furnishing and the installation of the culvert pipe was subcontracted by Salem Sand & Gravel Company at below bid prices. Good progress was made on these items.

The contractor did the excavating and the hauling of base rock simultaneously due to the traffic hazatd. The base rock and the 3/4"-0 rock was purchased from a commercial plant, hauled with hired trucks, and processed with the contractor's equipment.

The concrete work was performed by Cushing Brothers Cement Contractors at below bid prices. They did good work and made good progress.

The contractor purchased the Class "B" asphaltic concrete from a commercial plant in Salem, hauled with hired trucks to the project, and processed with the contractor's equipment.

The contractor had good bid prices, good equipment and good supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAR 2 1961
FOR FILING

2-13-61

Monthly transaction number
1-55
Project report number
7
5709

PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Marion

Project number: S-45(4)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-13-61

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 16, 19 60, is hereby modified as follows:

Revised estimated total cost of project $ 230,890

Revised Federal funds $ 140,854

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of February, 1961.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NK C. C. Folk
Division Engineer

By: [signature]
R. C. Wright
Administrative Manager

USComm-DC 11170

February 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Chemawa Road-Salem Section, Project No. S-45(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:tbb

Contract No. 5709 6-16-60

RECEIVED
FOR FILING

Month of Transaction No. 6-80

Project Report No. S 45 (4)

5709

Form -2 (9-1. 57) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Marion

Project No. S-45(4)

REGIONAL OFFICE

COPY SENT

JUN 16 1960

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Chemawa Road to Salem

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-1-60	1.6
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 238,934	$ 138,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]
Deputy State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Folk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer June 16, 1960

USComm-DC 40257

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Chemawa Road-Salem Section, Project No. S-45(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

May 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Chemawa Road - Salem Section, Project No. S-45(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-45(4)

CHEMAWA ROAD - SALEM SECTION OF THE

NORTH RIVER ROAD IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 24, 1960

Type Code 6202
Roadway (Sta. 38+00 to Sta. 123+98.5)(Contract No. 5709)

Clearing and Grubbing	All Required (95%)		$ 4,275.00
Removal of Concrete and Masonry	All Required		800.00
Drainage Excavation, Unclassified	5,060 cu. yds.	$ 2.50	12,650.00
General Excavation, Unclassified	16,220 cu. yds.	1.25	20,275.00
Finishing Roadbed and Slopes	1.63 miles	400.00	652.00
8-inch Concrete Pipe	1,600 lin. ft.	2.75	4,400.00
12-inch Concrete Pipe	3,650 lin. ft.	2.50	9,125.00
15-inch Concrete Pipe	2,530 lin. ft.	3.00	7,590.00
18-inch Concrete Pipe	1,300 lin. ft.	4.00	5,200.00
24-inch Concrete Pipe	440 lin. ft.	5.20	2,288.00
Extra for Pipe Under Pavement	650 lin. ft.	2.20	1,430.00
24-inch Sewer Pipe	1,900 lin. ft.	5.30	10,070.00
Concrete Manholes	10 only	300.00	3,000.00
Concrete Inlets, Type "G"	44 only	56.00	2,464.00
Concrete Inlets, Type "G-1"	22 only	76.00	1,672.00
Adjustment of Manholes	2 only	30.00	60.00
Concrete Curbs	390 cu. yds.	35.00	13,650.00
Concrete Curbs and Gutters	200 cu. yds.	35.00	7,000.00
Concrete Walks	80 sq. yds.	4.00	320.00
Coarse Crushed Material in Base	22,200 tons	1.55	34,410.00
3/4" - 0 Material in Base	2,970 tons	1.65	4,900.50
Sprinkling	470 M-gal.	3.50	1,645.00
SS-1 Asphalt in Sprinkling	4,230 gal.	0.25	1,057.50
Preparation of Base	1.63 mile	400.00	652.00
3/4" - 0 Material in Binder Course	265 cu. yds.	4.00	1,060.00
RC-3 Asphalt	43 tons	60.00	2,580.00
Class "F" Asphaltic Concrete	9,030 tons	6.25	56,437.50
RS-1 Asphalt	5.5 tons	60.00	330.00
Extra for Paving Approaches	145 only	30.00	4,350.00
Asphaltic Concrete Traffic Markers	170 lin. ft.	1.00	170.00
			$214,513.50

Flagging (37½% of Contractor's Cost)	All Required	$ 2,000.00
Signing	All Required	700.00
	Subtotal	$217,213.50
	10% Engr. & Cont.	21,720.50
	Total	$238,934.00

Length of Roadway. . . . . 1.627 Mile
Cost of Roadway Per Mile $146,855.56

Federal Funds -	$138,000.00
State Funds -	46,000.00
County Funds- -	54,934.00
	$238,934.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Marion County with the Highway Department.

RECEIVED
JAN 27 1961
FOR FILING

2-45(4)

5709

January 26, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received notification, dated January 25, 1961, from the Secretary of State informing us that the claim of Keizer Water District, Salem, in the amount of $444.71 against Salem Road & Driveway Co., in connection with State Highway Contract No. 5709, has now been filed in his office, his File No. 3762.

A description of this claim was outlined in our letter to you of January 24.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

RECEIVED
JAN 27 1961
FOR FILING

2-45(4)

5709

January 26, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

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A description of this claim was outlined in our letter to you of January 24.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

January 25, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from D. P. Slater, Superintendent, Keizer Water District, 3393 River Road N., Salem, Oregon and filed as of this date, a notice of claim by Keizer Water District for materials and labor due to breakage in water appurtenances against Salem Road and Driveway Co., in the amount of $444.71 against the bond taken from Salem Road and Driveway Co., for the work on State Highway Contract #5709.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Ted Stephens

Public Records Section

GS:FK
Enc.

RECEIVED
JAN 26 1961
OREGON
STATE HIGHWAY COMMISSION

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 24, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated January 20, from Keizer Water District against Salem Road & Driveway Co., for materials and labor due to breakage in water appurtenances in the amount of $444.71.

This appears to be in connection with State Highway Contract No. 5709 with Salem Road & Driveway Co. for grading and paving the Chemawa Road-Salem Section of the North River Road in Marion County.

The surety on this contract is United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, Oregon.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

RECEIVED
JAN 25 1961
H. ... APPLING, JR.
SECRETARY OF STATE

KEIZER *water district*

. . . delightful Salem suburban living

D. P. SLATER
SUPERINTENDENT

TELEPHONE EMPIRE 3-4813
3393 RIVER ROAD N.
SALEM, OREGON

January 20, 1961

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

Notice is hereby given that the Keizer Water District has a claim for materials and labor due to breakage in water appurtenances against Salem Road and Driveway Co., in amount of $444.71, against the bond taken from Salem Road and Driveway Co., for the work on State Highway Contract #5709.

Yours truly,

Keizer Water District

D. P. Slater

D. P. Slater,
Superintendent

File # 3762
FILED
JAN 25 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JAN 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 25 1961
FOR FILING

2-45(4)
5709

January 24, 1961

Keizer Water District
3393 River Road North
Salem, Oregon

Attention: Mr. D. P. Slater
Superintendent

Gentlemen:

This is to acknowledge receipt of your claim letter, dated January 20, against Salem Road & Driveway Co. for materials and labor due to breakage in water appurtenances in the amount of $444.71. Our records indicate this to be in connection with our Contract No. 5709 with Salem Road & Driveway Co. for grading and paving the Chemawa Road-Salem Section of the North River Road Highway in Marion County.

So that there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

RECEIVED
JAN 25 1961
FOR FILING

2-45(4)
5709

January 24, 1961

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A claim letter, dated January 20, 1961, has been received from Keizer Water District, 3393 River Road N., Salem, advising that Salem Road & Driveway Co. owe them for materials and labor due to breakage in water appurtenances in the amount of $444.71 in the performance of State Highway Contract No. 5709. This appears to be in connection with our Contract No. 5709 with Salem Road & Driveway Co. for grading and paving the Chemawa Road-Salem Section of the North River Road in Marion County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim letter.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Victor S. Risley Co.
223 Board of Trade Building
Portland 4, Oregon

NOTED ON CARD

Salem Road & Driveway Co.
P. O. Box 603
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
JAN 25 1961
FOR FILING

L-45(4)
5709

January 24, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated January 20, from Keizer Water District against Salem Road & Driveway Co., for materials and labor due to breakage in water appurtenances in the amount of $444.71.

This appears to be in connection with State Highway Contract No. 5709 with Salem Road & Driveway Co. for grading and paving the Chemawa Road-Salem Section of the North River Road in Marion County.

The surety on this contract is United Pacific Insurance Company, through Victor S. Risley Co., 223 Board of Trade Building, Portland 4, Oregon.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
dc

KEIZER *water district*

. . . delightful Salem suburban living

D. P. SLATER
SUPERINTENDENT

TELEPHONE EMPIRE 3-4613
3393 RIVER ROAD N.
SALEM, OREGON

January 20, 1961

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

Notice is hereby given that the Keizer Water District has a claim for materials and labor due to breakage in water appurtenances against Salem Road and Driveway Co., in amount of $444.71, against the bond taken from Salem Road and Driveway Co., for the work on State Highway Contract #5709.

Yours truly,

Keizer Water District

D. P. Slater

D. P. Slater,
Superintendent

DPS/ms

RECEIVED
JAN 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1961
FOR FILING
I-45(4)
5709

January 18, 1961

Keizer Water District
3393 River Road North
Salem, Oregon

Attention: Mr. D. P. Slater
Superintendent

Gentlemen:

This is to acknowledge your letter of January 16 requesting forms for preparing a claim against Salem Road & Driveway Co. in connection with State Highway Contract No. 5709.

We are attaching excerpts from the Oregon Laws outlining the procedure in the filing of claims.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

KEIZER *water district*

. . . delightful Salem suburban living

D. P. SLATER
SUPERINTENDENT

TELEPHONE EMPIRE 3-4813
3393 RIVER ROAD N.
SALEM, OREGON

January 16, 1961

Oregon State Highway Commission,

Salem, Oregon

Gentlemen:

Will you please send us formal forms for preparing a claim against Salem Road and Driveway Co., on our claim against them, which you have been advised of previously in writing only, in connection with recent River Road North construction contract?

*5709

Yours truly,

Keizer Water District

D. P. Slater

D. P. Slater,
Superintendent

DPS/mc

Pl please reply
to.

RECEIVED
JAN 18 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 23 1960
FOR FILING
S-45(4)
5709

December 22, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5709 for grading-paving the Chemawa Road-Salem Section of the North River Road in Marion County was completed by the contractor, Salem Road & Driveway Co., on October 14, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $6,483.63 will be released to contractor on or after December 30, 1960. The total contract amount is $219,557.41, of which amount $3,436.38 represents force account items.

You have been previously notified that a claim has been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dm

cc: Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

RECEIVED
NOV 30 1960
FOR FILING

15 (4)

5709

November 29, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Salem Road & Driveway Co., on contract #5709 for grading-paving the Chemawa Road-Salem Section of the North River Road in Marion County.

This payment, in the amount of $9,304.90, will be released to contractor on or after December 9, 1960. The retained percentage is $6,483.63.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 17, 1960

SUBJECT: Chemawa Road-Salem Section
North River Road
Contract 5709

To:
Mr. J. D. Walker
Division Engineer
O F F I C E

RECEIVED
NOV 18 1960
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

In reference to your letter of November 14, 1960, Mr. Kuenzi, Assistant County Engineer, and I investigated the drainage conditions noted in the County Engineer's letter. Our investigation was made yesterday morning, approximately 4 hours after heavy rains.

We were pleased to observe that the gutters were completely drained. There was evidence of matted leaves that could contribute to ponding. Mr. Kuenzi and I agreed that any attempt to patch would worsen the condition, and that maintenance of the gutters would facilitate run-off and reduce the temporary ponding. Ponding, variable with rainfall intensity, is to be expected, inasmuch as the gutter grades are exceedingly slight, 0.2% with few exceptions, as opposed to a 0.04 per foot crown on the inside lanes, which is a 4.0% grade.

In reference to the walk adjacent to the Mobilgas service station, it should be noted that construction of sidewalks was not a part of the project contract, but was to be done later by the county. Until the walkway is constructed, Mr. Kuenzi thought that the county could drill a hole through the concrete curb.

To complete the investigation, I made a trip through the project this date, during normal rains. There was slight ponding during the rains on the east side just north of Weeks Drive, one of the places mentioned in the County Engineer's letter. This could be helped by burning a very small area. However, this ponding only extended approximately three feet out from the curb line.

Arthur Duffy
Resident Engineer

ADsrl

FORM E-30 50M 7-60 20395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
November 14, 1960

To: Mr. Arthur Duffy
Resident Engineer
D e p a r t m e n t

SUBJECT: Chemawa Road-Salem Section
North River Road
Contract 5709

NOTED
Harold C. Ayers

I hand you a copy of a letter from John Anderson, Marion County Engineer, regarding some minor matters on North River Road.

Will you please look into this and advise me what can be done to correct the situation.

J. D. Walker
Division Engineer

JDW:am
cc Mr. John A. Anderson
Mr. Clarence G. Swenson

RECEIVED
NOV 14 1960
ENGINEER
COUNTY & CITY RELATIONS

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEO. KUENZI
ASST. COUNTY ENGINEER

RECEIVED
NOV 9 - 1960
ENGINEER
COUNTY & CITY RELATIONS

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 53
SALEM, OREGON

NOTED
H. S. COX

NOTED
Harold C. Ayers

November 7, 1960

Mr. Clarence G.Swenson
City-County Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

The County Court is in receipt of your letter indicating that the work has been completed on the Federal Aid Project on the City-Limits-Chemawa Road section of North River Road, and has referred it to this office.

This office has made a recent inspection of the completed project, and we would reaffirm the letter written previously to Mr. Walker commending the State Highway Department for its fine work on this project--with the following minor exceptions. These exceptions have to do with gutter drainage discrepancies noted after a recent rainfall:

(1) On the east side of the project just south of 3380 River Road North, water is unable to reach the catchbasin without considerable ponding.

(2) On the east side of North River Road in front of the Town and Country Bowling Alley and at the intersection of Apple Blossom Drive and Weeks Drive there is some ponding of gutter drainage.

(3) The driveway entrance to McKay's Market has considerable water ponding, and also the walkway adjacent to the Mobil Station pumps appears to be too low to properly drain, and the gutter drainage to the catchbasin at the southeast intersection of Dietz Avenue and North River Road appears not to be working properly.

(4) Water also ponds in front of the Texaco Station on the east side of North River Road just south of Manbrin Drive.

I would respectfully request that you have the State Highway Department personnel review these minor discrepancies and see what provisions can be made to correct them.

Thank you very much for your cooperation, and I hope this letter will be of assistance to you.

Very truly yours,

John A. Anderson
County Engineer

JAA:s
cc: County Court
J. D. Walker

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 11, 19 60

Section CHEMAWA ROAD * SALEM

Highway NORTH RIVER ROAD County MARION

Contractor SALEM ROAD & DRIVEWAY CO

Date of contract May 18, 19 60

Date work started May 12, 19 60

Project authorization . . . . . $ 255,160.99

Exclusive of engineering . . . . $ 237,015.93

Kind of work GRADE & PAVE

Section prefix 524-1051

Contract number 5709

Specified work days 100

Work days used 87

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 219,901.19

Estimated per cent ~~overrun~~ or underrun . . . . . 6.7 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 18,144.76

Engineering cost to date $ 18,144.76, ... %

Date project was completed October 14, 1960, 19.....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	none	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Completed work on semi-final estimate.

FINAL REPORT.

CONSTRUCTION DIVISION
RECEIVED
NOV 14 1960
NOTED-- 2 1 3 4 5
CE AE ACE COE

NOTED
JOHN R OAKES

Signed Arthur Duffey

Address 214 Laboratory Building, Salem.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

NOTED
H. S. COX

NOTED
V. R. JONES

NOTED
C. G. SWENSON

October 20, 1960

NOTED
Harold C. Ayers

NOTED
H. S. COX

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

This is to advise you that work on Contract No. 5709, Chemawa Road-Salem section of FAS 159, was completed on October 14, 1960.

Under the terms of the agreement dated April 21, 1960, the County assumed maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

JDG:mm

RECEIVED
OCT 18 1960
FOR FILING
S-45 (4)
5709

October 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 14, 1960, on Contract No. 5709, Clemmens Road-Salem Section, in Marion County, in connection with Federal Aid Project No. S-45(4).

Very truly yours,

M. C. Williams
State Highway Engineer

By

H. L. Porter
Office Engineer

DBP:sw

cc: Clarence G. Swenson

RECEIVED
OCT 13 1960
FOR FILING

E-45(4)

5709

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section Chemawa Road-Salem Highway FAS 159

County Marion MP _____ to MP _____ Contractor Salem Black Top

Resident Engineer Art Duffy Inspector _____

Date Completed October, 1960 Date Reported October 14, 1960

Type and Thickness of Wearing Surface New 3½" B A. C. ___ Oil Mat _____ Seal.
Overlay 1½" B A. C.

(N, S, E, W from MP or Sta. Shangrila							N, (S,) E, W from MP or Sta. Chemawa Road						
Mile	Wheel Count	Outside Roughness Total	Per Mile	Inside Test Run On Mile Top	Total Base	per mi. Seal	Mile	Wheel Count	Outside Roughness Total	Per Mile	Inside Test Run On Mile Top	Total Base	per mi. Seal
1	750	115	115		99	99	1	750	117	117		90	90
2	1200 1500	195 =	100		161 =	77.5	2	1200 1500	186 =	86		148 =	72.5
3	2250						3	2250					
4	3000						4	3000					
5	3750						5	3750					
6	4500						6	4500					
Average Roughness Per Mile Outside 107" Inside 88"							Average Roughness Per Mile Outside 101" Inside 81"						

Remarks: Outside new work.

Inside overlay.

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
CORRECT COOPER

RECEIVED
OCT 1 - 1960
FOR FILING
3709

September 30, 1960

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A letter has been received from the Keizer Water District, 3393 River Road North, Salem, advising that Salem Road and Driveway Company owes them $464.71 for repairs caused by breakage in facilities during the course of construction work. This appears to be in connection with State Highway Contract 3709, grading and paving on the Chemawa Road-Salem Section of the North River Road in Marion County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWKirj

cc: Victor S. Risley Company, Portland
Salem Road and Driveway Company, Salem

Commission
W. C. Williams
Forrest Cooper

NOTED ON CARD

September 30, 1960

Keizer Water District
3393 River Road North
Salem, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of September 12 stating that Salem Road and Driveway Company owe you $444.71 for repairs caused by breakages in facilities on the Salem Road and Driveway contract. Our records indicate this to be Contract 5709, grading and paving on the Chemawa Road-Salem Section on the North River Road in Marion County. Our Construction Division informs us that this contract was approximately 90% complete as of September 23.

The United Pacific Insurance Company, through Victor S. Risley Company, 223 Board of Trade Building, Portland 4, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it. However, it is possible a claim of this nature would come under the contractor's liability insurance.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure. This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Att:
CWH:rj

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1960

SUBJECT: Chemawa Road-Salem Section
North River Road
Contract No. 5709

To: Mr. Floyd Query
Secretary
O f f i c e

Enclosed find a copy of a letter from R. D. Asburry concerning a claim by the Keizer Water District in the amount of $444.71 against the contractor on this section.

Please take the usual steps concerning this matter.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc R. D. Asburry

NOTED
FLOYD QUERY

Ed Pease
Approx. 90 % complete
as of Sept. 23rd

NOTED
C. W. HEAD
Rec-9/28/60

FORM E-30 50M 2-60 28118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 19, 1960

SUBJECT: Chemawa Road-Salem Section
North River Road
Contract No. 5709

To:
Mr. Tom Edwards
Construction Engineer
D e p a r t m e n t

Herewith letter from the Keizer Water District in which they inform us they have bills in the amount of $444.71 charged against the contractor on the subject project for damages on the subject contract but unpaid as of this date.

I have met with both the contractor and Mr. Slater of the Water District regarding these bills. Both claim it is the other party's responsibility. The contractor claims it is the Water District's responsibility due to the fact they did not remove their facilities from the construction area or take proper measures to protect them. The Water District contends that the damage was due to the negligence of the contractor. I very carefully refrained from taking sides in this matter.

Would recommend that this letter be considered as a claim from the Water District and placed against the contract until the matter is settled, also that the contractor be notified of the fact that the claim has been presented against the project.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM

CONSTRUCTION DIVISION
RECEIVED
SEP 20 1960
NOTED-☐☐☐☐☐
CE ACE ACE COE

KEIZER *water district*

. . . delightful Salem suburban living

D. P. SLATER
SUPERINTENDENT

TELEPHONE EMPIRE 3-4813
3393 RIVER ROAD N.
SALEM, OREGON

September 12, 1960

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Fred Duffy,
Resident Engineer
North River Road
Project

Gentlemen:

For your information relative to construction on North River Road by Salem Road and Driveway Company, as contractors, please be advised we have bills totaling $444.71 charged against above firm, and unpaid as of this date, for repairs caused by breakages in facilities during the course of the work.

Yours truly,

KEIZER WATER DISTRICT

D. P. Slater

DPS/vh

RECEIVED
SEP 1 J 1960
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

JOHN A. ANDERSON, P. E.
COUNTY ENGINEER

THEEL KUENZI
ASST. COUNTY ENGINEER

NOTED
C. G. SWENSON

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 53
SALEM, OREGON

RECEIVED
JUL 22 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

July 21
1 9 6 0

NOTED
H. S. COX

Mr. J. D. Walker
State Highway Department
Salem, Oregon

NOTED
Harold C. Ayers

RECEIVED
JUL 2 1 1960
DIV OF ENGINEER

Dear Mr. Walker:

This letter is to advise you that Marion County can no longer approve the catchbasin grate design as shown on your standard Drawing No. 2105.

While this grate design has high inlet characteristics, it is exceedingly hazardous to bicycle traffic. The grates are spaced so wide as to allow the bicycle tires to drop through and is a potential hazard. We have had one recent accident because of this, but fortunately the boy was one seriously injured.

As you are aware, Marion County is now providing straps across those grates scheduled for installation on North River Road FAS project under direction of the Oregon State Highway Department. This is being done at considerable expense to Marion County, but we feel it essential to eliminate this hazard.

I am certain that by calling this matter to your attention, the design of the catchbasin grates will be revised on any future work for Marion County.

Very truly yours,

John A. Anderson
County Engineer

JAA:s

cc: Marion County Court
Jim O'Hearne

NOTED

NOTED
J. D. WALKER

FORM S-188

RECEIVED
JUN - 7 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

J 115 (4)

5709

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 7, 1960

Salem Road & Driveway Co.,
P. O. Box 603
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5709, awarded May 18, 1960, for grading-paving the Chemawa Road-Salem Section of the North River Road in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

FORM E-20 50M 2-60 26119

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. G. SWENSON

Salem, Oregon
June 1, 1960

NOTED
H. S. COX

SUBJECT: Chemawa Road-Salem Section
North River Road
Contract No. 5709

To:

Mr. Tom Edwards
Construction Engineer
D e p a r t m e n t

FAS 159

Attached please find affidavit from Marion County Court certifying that the right of way has been cleared on the subject section.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Arthur Duffy

RECEIVED
JUN 2 1960
ENGINEER
COUNTY & ... ROADS

CONSTRUCTION DIVISION
RECEIVED
JUN 2 1960
NOTED-- CE ACE ACE COE

To R/w Dept 7-6-60

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County & City Relations Division

Subject: Federal Aid Project No. S-45(4)

Highway No. FAS 159

Name of Project Chemawa Road-Salem Section

Gentlemen:

We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights of entry for the above-referred to Federal-aid project have been secured.

Dated at Salem, Oregon, this 27th day of May, 1960.

Marion County Court

ATTEST:

H. E. Matteson
County Clerk

By E. E. White
Deputy

Judge

Commissioner

Commissioner

To R/w Dept 7-6-60

NOTED
R. D. ASBURRY

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX
NOTED
C. G. SWENSON

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/3/60	cc 600		521-1051-297

INVOICE NUMBER

65048

Marion County
Salem, Oregon

Attn: John A. Anderson, County Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer county advance deposit for Chemawa Road-Salem Section, FAS 159, covered by agreement dated 4/21/60			
Deposit: $69,500.00 1,634.96 $71,134.96 — Refund due. See cc 599 Total, of which $25,000 is to remain in the advance deposit fund			
Advance Deposit			$71,134.96
See above			46,134.96
To be retained			$25,000.00

RECEIVED
JUN 3 1960
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150X (REVISED 5-60)

NOTED
C. G. SWENSON

NOTED
H. S. COX

May 23, 1960

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
V. R. JONES

Dear Mr. Anderson:

This is to advise that Contract No. 5709 has been awarded to Salem Roads & Driveways Company for the Chemawa Road-Salem Section of FAS 159.

A copy of the contract is enclosed for your records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
H. S. COX

April 21, 1960

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

On April 19 a satisfactory bid was received from Salem Roads & Driveways Company of Salem for construction of the Salem-Keizer Section, FAS 159. As per the agreement between County and State, the following advance deposit is required of the County prior to awarding of a contract:

Bid Items	$222,669.50
Anticipated Additional Items	
Flagging	2,000.00
Move Mail Boxes	1,440.00
Signing	700.00
	$226,809.50
Engineering & Contingencies (12½%)	28,351.19
Estimated Total Cost	$255,160.69
County Advance Deposit	
100% in Excess of $230,000 . . .	$ 25,160.69
20% of $230,000	46,000.00
Total	$ 71,160.69
Refund due on Salem-Browning Avenue, FAS 742	1,634.96
REQUIRED CASH DEPOSIT	$ 69,525.73 or say $69,500

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $69,500, forwarding same to this office. When the deposit and signed certificates of right-of-way are received, a contract can be awarded for this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
cc: Mr. John Anderson, County Engineer

FORM E-30 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1960

NOTED
H. S. COX

NOTED
C. G. SWENSON

To:

Mr. Arthur Duffy
Resident Engineer
D e p a r t m e n t

SUBJECT: Intersection of Broadway and
North River Road
Chemawa Road-Salem Section
North River Road
Contract No. 5709

Attached please find two prints of Sheet No. 3 of the plans for the subject contract showing in color the proposed work to be performed on the intersection of Broadway and North River Road. One print is for your files and one is for the contractor.

To complete our portion of this work, it is necessary to complete negotiations for two parcels of right of way. We have been informed that the City is negotiating for these parcels but as yet have not completed negotiations but they are in a position where upon short notice they can file condemnation complaints so that this property will be available to us.

Will you please keep this in mind and if the contractor insists upon working on these parcels before the City has completed negotiations for them, give us some advance warning so that the City can file said condemnation complaints.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards
Mr. Clarence Swenson
Mr. Harold Davis

RECEIVED
MAY 27 1960
ENGINEER
COUNTY & [illegible]IONS

RECEIVED
MAY 24 1960
FOR FILING
1-45(4)
5709

May 23, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 12, 1960, on Contract No. 5709, Chemawa Road-Salem Section, in Marion County, in connection with Federal Aid Project No. S-45(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
MAY 19 1960
FOR FILING

S-45(4)
5709

May 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 13, 1960, on Contract No. 5709, Chemawa Road - Salem Section, in Marion County, in connection with Federal Aid Project No. S-45(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

RECEIVED
JUN - 1 1960
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5 H 2 (4)
5709

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 18, 1960

Mr. John Anderson
County Engineer
Marion County Courthouse
Salem, Oregon

ROUTED
C. S. PAXSON

Dear Mr. Anderson:

Pursuant to your verbal request, we have prepared plans, specifications and cost estimates for the installation of two pressure sensitive detectors on the southerly approach to the intersection of the North River Road and Chemawa Road in the community of Keizer, north of Salem. It is understood that you are planning to install traffic signals at this intersection and wish to have the necessary detectors and conduit installed prior to the paving, which will be done as a part of the current construction project on North River Road.

It is believed that the attached material is all that is necessary for an extra work order covering the installation. If you have any further questions, please advise.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
bc: G. S. Paxson
Attachment

NOTED
C. G. SWENSON

NOTED
H. S. COX

Salem, Oregon
May 18, 1960

Mr. R. L. Porter
Office Engineer

FAS Project
Chemawa Road-Salem Section
North River Road (FAS 159)
Marion County

NOTED
R. JO

This is to advise you that Marion County will file condemnation proceedings on the two unobtained parcels of property on the subject project this date so the project is now clear for award of a contract.

John D. Graham
County & City Relations Office Engineer

JDG:mm

FORM E-30 SOM 2-60 20118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C G. SWENSON

NOTED
H. S. COX

Salem, Oregon
May 18, 1960

SUBJECT: Options
Chemawa Road-Salem No. City Limits
North River Road Highway

To: Mr. C. G. Swenson
County & City Relations Engr.
O F F I C E

This is to confirm that on May 18, 1960, in this office, we handed John Graham 2 revised option forms in quadruplet covering right of way to be acquired in connection with the Chemawa Road-Salem North City Limits Section of the North River Road Highway in Marion County.

RECEIVED
MAY 19 1960
ENGINEER
COUNTY & CITY RELATIONS

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm

cc: E. J. Benner
J. D. Walker

NOTED
H. S. COX

NOTED
C. G SWENSON

May 17, 1960

Mr. Arthur Duffy, Resident Engineer
Oregon State Highway Department
Salem, Oregon.

Re: Marion County, North River Road Highway, Chemawa Road-
Salem Section, Grading and Paving.

Dear Sir:

Pending acquisition of certain right-away properties of the above-named project, we agree not to enter upon, for construction purposes, those properties at the Broadway Avenue-River Road Intersection, or at McKays Market and the Mobil Service Station adjoining the Cherry Avenue-River Road Intersection.

Very truly yours,

Salem Road and Driveway Co.,

Fred C Voigt

Fred C. Voigt, President

FORM E-30 BOM 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 16, 1960

NOTED
C. G. SWENSON

SUBJECT: Options
Chemawa Road-Salem No. City Limits
North River Road Highway

To: Mr. C. G. Swenson
County & City Relations Engr.
O F F I C E

NOTED
H. S. COX

This is to confirm that on May 13, 1960, in this office, we handed H. C. Ayers 2 revised option forms in quadruplet covering right of way to be acquired in connection with the Chemawa Road-Salem North City Limits Section of the North River Road Highway in Marion County.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm

cc: E. J. Benner
Engineering Lab.

J. D. Walker

RECEIVED
MAY 17 1960
ENGINEER
COUNTY & CITY

Form B-[illegible]

OREGON STATE HIGHWAY DEPARTMENT
Construction Division

Map No. 68-34-14
Option File Numbers
31058, 31059

To Right of Way Checking Dept.

Request for Revision of:

NOTED
C. G. SWENSON

R/W (x) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Other .....

Request originated by County Date May 10, 1960

Request approved by J. Bailey Date May 10, 1960

Request canceled by ..... Date .....

NOTED
H. S. COX

Section Chemawa Road-Salem North City Limits

Highway North River Road

Unit .....

NOTED
D. H. MOEHRING

County Marion

A revision in the original description of the parcel noted to be purchased is necessary because:

Right of way taking being reduced to hasten settlement.

Additional Revision 5-16-60

[illegible] RECEIVED [illegible] RIGHT OF WAY DEPT.

NOTED
R. R. MITCHELL

Files received by Checking Dept. Date MAY 11 1960

Description revised by Checking Dept. Date .....

Files returned to R/W Dept. Date .....

Copy to: R/W Files
Edwards
[illegible] Wright
Hall
Div. Engr. .....

Revised options 31,058 + 31,059 delivered personally to County by Bob Virgil on 5/12/60

State Printing [illegible]

RECEIVED
APR 23 1960
FOR FILING

1-45(4)
5709

Salem, Oregon
April 26, 1960

MISC. CONTRACTS and AGREEMENTS No. 2213

FAS Project Agreement
Marion County

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with Marion County covering the Chemawa Road-Salem Section of FAS 159 in Marion County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Marion County.

Ass't. Secretary

rn
Enc.

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1960

SUBJECT: FAS Project Agreement
Marion County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Chemawa Road-Salem Section of FAS 159 in Marion County. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 8/13/59.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-13-59 Min. Page 23

Secretary

RECEIVED
APR 28 1960
FOR FILING

L-45(4)
5709

April 26, 1960

County Court of Marion County
Court House
Salem, Oregon

Gentlemen:

We are enclosing for the records and files of Marion County a fully executed copy of an agreement between the State Highway Commission and Marion County covering the Chemawa Road-Salem Section of FAS 159 in Marion County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By_____
C. W. Head, Assistant Secretary

rn
Enc.

NOTED
V R JONES

NOTED
Harold C. Ayers

NOTED
H. S. COX

April 5, 1960

NOTED
C. G. SWENSON

Mr. John A. Anderson
Marion County Engineer
Courthouse
Salem, Oregon

Dear Mr. Anderson:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Salem-Keizer Section of North River Road, FAS 159.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $268,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please submit the agreement to the County Court for signatures, have the county clerk attest with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could be mailed so as to arrive in this office not later than April 15.

It is presently planned to accept bids for this project on April 19.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

NOTED
V. R. JONES

NOTED
H. S. COX

April 5, 1960

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

NOTED
Harold C. Ayers

Dear Mr. Anderson:

Attached are sixteen option forms in quadruplicate covering the right-of-way required for the Chemawa Road-Salem project on FAS 159. Also attached are four right-of-way maps covering the property to be acquired.

When right-of-way negotiations have been completed please advise by having the County Court sign two copies of the enclosed right-of-way certificate and forwarding same to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

FORM E-50 BOM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1960

RECEIVED
APR - 1960
ENGINEER
COUNTY & CITY RELATIONS

SUBJECT: Options
Chemawa Rd.-Salem No. City Limits
North River Road Highway
Marion County

To: Mr. C. G. Swenson
County & City Relations Engr.
O F F I C E

This is to confirm that on this date we handed John Graham in this office 16 option forms in quadruplet covering right of way to be acquired in connection with Chemawa Road-Salem North City Limits Section of the North River Road Highway in Marion County.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineer the conditions, if any, on the transactions.

We attached 5 prints of map No. 6B-34-14 covering this area and bearing our date of April 5, 1960.

File No.	Name	Area
31049	Edward A. Lebold, et ux	2,298 sq. ft.
31050	Harvey Machine Company, Inc.	1,200 " "
31051	Wayne L. Weeks, et al	730 " "
31052	Wilbur H. Weeks	3,720 " "
31053	Lloyd E. Weeks, et ux	5,350 " "
31054	F. Howard Kurtz	3,795 " "
31055	B. M. Mason	1.23 Acres
31056	Samuel C. Gottenberg, et ux	0.7 "
31057	Otto R. Skopil, Jr.	3,790 sq. ft.
31058	Market Building Inc.	3,390 " "
31059	Warren Doolittle, et ux	2,310 " "
31060	Otis A. Anderson, et ux (R1-P-2)	90 " " & 135 sq. ft
31061	Wayne O. Adams, et ux	150 " " P 1
		225 " " P 2
31062	Deral W. Barker	80 " " P 1
		120 " " P 2
31063	Fred P. Schifferer, et ux	100 " " P 1
		150 " " P 2
31064	Frank M. Hughes, et ux	250 " " P 1
		375 " " P 2

AC:jm

cc: J. D. Walker
E. J. Benner
Carl Smith, Appr. Supv.
Title

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

FORM E-20X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1960

SUBJECT: Meeting with business men re Intersection of North River Road and Cherry Avenue

NOTED
H. S. COX

To:

MEMO TO FILES:

NOTED
C. G. SWENSON

On instructions from Mr. Edwards, I met with the following gentlemen who have businesses in the vicinity of the subject intersection:

Mr. Wayne Brown, Supervisor, McKay Markets, Salem Area
Mr. Ralph Sterns, District Manager, Shell Oil Company
Mr. Glenn Dinehart, Station Operator, Standard Oil Company

Our proposed intersection design was discussed with these gentlemen and they had no serious objection to the proposed design. Mr. Brown and Mr. Dinehart were definitely in favor of this proposal. Mr. Sterns of Shell Oil Company objected to the jiggle bar median in front of their station but stated they would not stand in the way of this improvement.

I might point out that these business properties are all leased from either out of town owners or financial organizations in Salem. None of the actual owners were present.

This meeting was held at 3 p.m., March 29, 1960.

G.K. Attig
Urban Engineer

GKA:jp

cc: Clarence Swenson

RECEIVED
MAR 31 1960
COUNTY ... NS

Cox

MEMO TO J. W. NASH
3/21/60

FAS 159, MARION COUNTY

TERMINI: From north city limits of Salem to a junction with the Chemawa County Road at Keizer School.

PROPOSED WORK: Grade, drain, and construct four-lane high type surface.

PROJECT LENGTH: 1.684 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$275,000	$141,000	$47,000	$87,000 (County)

EXISTING FACILITY:
ROADWAY: 20' wide bituminous wearing surface on 40' roadway originally constructed under Oregon Project S-45-A(1).
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: 24' wide asphaltic concrete with 6' shoulders.
SOUTH END: 20' wide bituminous wearing surface with 6' shoulders.
City of Salem plans to construct 44' wide curbed section in next 3-year period.

PROJECT DATA: Grade and drain ~~to an improved grade line~~, construct curbs and storm sewers, and construct 48' asphaltic concrete wearing surface between curbs with channelization at Cherry Street and Broadway intersections. By prohibiting parking, this will provide four 11' lanes with 1½' curb offsets and a 1' wide double stripped median. An 8' wide parking strip is to be constructed on the easterly side of the street between stations 121+30 and 123+10 to allow for parallel parking at this point with the proviso that the parking area be removed when it is determined that the full use of all four lanes is required.

ROW WIDTH:	60' minimum.
ACCESS CONTROL:	None.
RR XINGS:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
MINIMUM DESIGN STANDARDS:	The over-all roadway width is substandard. Improvement was justified and accepted under previous correspondence, reference 08-35.2-D.A.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

Route data submitted under previous projects.

HCA:mm

FORM S-189-X 57.5M 10-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
C. G. SWENSON
Cox.

March 14, 1960

Honorable Marion County Court
Marion County Courthouse
Salem, Oregon

Gentlemen:

In accordance with your letter regarding design on the north end of the Salem-Chemawa Road Section in the City of Keizer, we have been pursuing this subject with the Bureau of Public Roads.

The Bureau insists on 12-foot lanes and we are preparing a design for your inspection which provides this requirement and also provides the requested parking, moving the centerline only one foot to the west. Upon completion of the design we will submit same to you for your comments and then again discuss the matter fully with the Bureau.

The preliminary design should be far enough along in a short period so that we may consult further with you about same.

Very truly yours,

J. D. Walker
Division Engineer

JDW:AM
cc Mr. Tom Edwards
County and City Relations

RECEIVED
MAR 15 1960
COUNTY

NOTED
V.R. JONES

Salem, Oregon
March 1, 1960

FAS 159, Marion County
Chemawa Road-Salem North City Limits

Mr. Tom Edwards
O F F I C E

NOTED
Harold C. Ayers

The field data for the subject named project has been examined and found to be generally consistent with the project proposed by the county and approved by the Highway Commission with the following exceptions:

The county has requested a parking area on the east side from approximate station 115+80 to approximate station 123+50. The Bureau of Public Roads is being contacted by Mr. Barbee in regard to this matter.

V. R. Jones
Field Engr., County & City Relations

VRJ:mm

cc: V. G. O'Neil
Frank Hall
Vic Wolfe

JUDGE REX HARTLEY
COMMISSIONER ROY J. RICE
COMMISSIONER HENRY AMRENS

PHONE EMPIRE 4-4451

MARION COUNTY COURT

COURTHOUSE
SALEM, OREGON

NOTED
Harold C. Ayers

February 29, 1960

RECEIVED
MAR -1 1960
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. J. D. Walker
Division Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Walker:

We have reviewed with interest the engineering design on the forthcoming North River Road project, designed for widening to four-lane under the Federal Aid Secondary System.

We have had a meeting with interested local residents in the Keizer area, and they strongly feel that they would desire to maintain a parking lane on the east side of North River Road from its intersection with Chemawa Road southerly, approximately 500 feet. These property owners are willing to make an additional six feet of right of way available to Marion County for sidewalk installation if this parking lane can be provided. In addition, they are willing to pay for the added cost for such installation.

We are advised by our engineer that such an installation could be constructed and the centerline of the street widening project maintained on the present centerline of the road right of way, provided that the easterly two lanes are reduced in width from 12 feet to 11 feet.

The members of the County Court would be interested in cooperating with the local citizens in such a project, provided it meets with your approval and that of the Bureau of Public Roads. We respectfully request that you give this matter your earliest consideration and advise us as to whether such a variance in design could be authorized.

Very truly yours,

Rex Hartley
County Judge

NOTED
J D WALKER

NOTED
R. D ASBURRY

NOTED
GERALD WINNER

NOTED
J G CANFIELD

RH:jdl

FORM E-30 80M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. G. SWENSON

Salem, Oregon
February 24, 1960

SUBJECT: Chemawa Road-Salem North City Limits Section
North River Road, FAS 159
Marion County

To:

Mr. Tom Edwards
Construction Engineer
Department

NOTED
V. R. JONES

Herewith the data listed on the attached letter in connection with the subject location project.

The specifications and estimate for the project will be forwarded to your office at a later date.

Construction and permanent type easements will be required for this project and may be forwarded to Marion County for negotiation.

J. D. Walker
Division Engineer

By John G. Canfield

John G. Canfield
Division Office Engineer

JGC:AN
cc Mr. Clarence Swenson

RECEIVED
FEB 25 1960
ENGINEER
COUNTY

FORM S-50 6M 8-57—6960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Rm. 214, Lab. Bldg., Salem, Oregon

February 19, 1960

SUBJECT:

To: Mr. J. D. Walker
Division Engineer
O F F I C E

RECEIVED
FEB 19 19[illegible]
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

We hand you herewith the following data supporting the estimate for the proposed reconstruction of the Chemawa Road - Salem North City Limits Section, North River Road (FAS 159), Marion County:

1 Plan and profile (on tracing paper)
1 Roll of plotted cross-sections
1 Roll of Location Profile
1 Roll of county road map on alignment
1 Vicinity map of Keizer business district
1 Print of Keizer business district map

Book No. 1 Field Notes
Book No. 2 Artificial topography notes

Envelope No. 1 Calculations of surfacing, curb, drainage, & earthwork.
Profile Grades
Summary of storm sewer system
R/W Map - Scale: 1" = 200'
16 deed photostats.

~~5 copies Engineer's Report~~
2 copies Locating Engineer's Statement
2 copies Locating Engineer's Right of Way Report
~~5 copies Cost Summary~~

NOTED
J. D. WALKER

Arthur Duffy
Arthur Duffy
Resident Engineer

NOTED
R. D ASBURRY

AD:rll

RECEIVED
1960
FOR FILING

2-3-60

NOTED
W. C. WILLIAMS

I 45 (4)
5709

ADDENDUM "A" TO LOCATION PROSPECTUS
CHEMAWA ROAD-SALEM NORTH CITY LIMITS SECTION
NORTH RIVER ROAD - FAS 159
MARION COUNTY

The following addendum is submitted concerning the above-mentioned section of FAS 159:

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Change sentence reading "This will be a curbed street section....with 5-foot crushed rock sidewalks on each side." to read "This will be a 48-foot curbed street section."

Paragraphs 5 through 10: Correct as per original prospectus.

Attachment: Remove and destroy attachment to original prospectus and replace with attachment to this addendum.

February 3, 1960

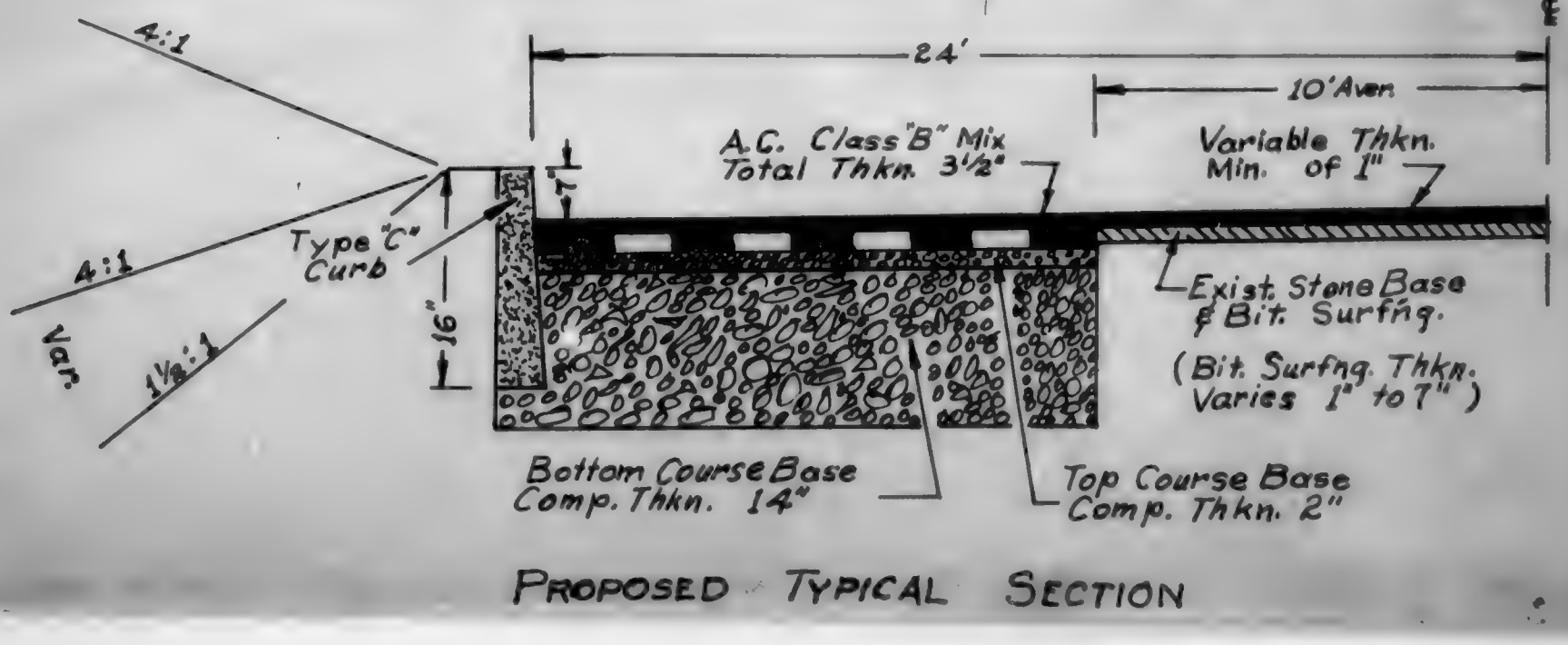
Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
Arthur Duffy
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS SKETCH MAP
CHEMAWA Rd.- SALEM N.C.L.
NORTH RIVER ROAD - FAS159
MARION COUNTY

Addendum "A" 2-1-60



PROPOSED TYPICAL SECTION

JOHN A. ANDERSON, R. E.
COUNTY ENGINEER

NOTED
V. R. JONES

THEO. KUENZI
ASST. COUNTY ENGINEER

NOTED
John F. Hagemann

OFFICE OF ENGINEER
COUNTY OF MARION
COURTHOUSE
PHONE EM 4-4401, EXTENSION 53
SALEM, OREGON

January 29
1 9 6 0

NOTED
C. G. SWENSON

RECEIVED
JAN 29 1960

Mr. John F. Hagemann
Assistant County-City Relations Engineer
State Highway Department
Salem, Oregon

NOTED
Harold C. Ayers

Dear Mr. Hagemann:

In reply to your letter of January 27, 1960, with reference to the gravel sidewalk installation, please be advised that the Marion County Court is agreeable for these sidewalks to be installed by County forces.

If there is anything further along this regard, please do not hesitate to let me know.

Very truly yours,

John A. Anderson
County Engineer

JAA:s

NOTED
JOHN D. GRAHAM

RECEIVED
FEB 1 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
John F. Hagemann

NOTED
V. R. JONES

NOTED
C. G. SWENSON

January 27, 1960

NOTED
Harold C. Ayers

Mr. John Anderson
Marion County Engineer
Courthouse
Salem, Oregon

Dear Mr. Anderson:

Reference is made to the Keizer-Salem Section of FAS 159 proposed for construction as a county FAS project. The original proposal was to construct a 48' wide curbed street section with 5' crushed rock footpaths utilizing the existing 60' right-of-way with slope easements as required.

It now appears that if the rock footpaths are included in the FAS project, slope easements will be required from every property owner abutting the project. If these footpaths were eliminated from the FAS project, no slope easements would be required.

Preparation of the descriptions for said easements would require at least one month by highway department personnel and the county would then have the task of negotiating with every property owner. This would be necessary as we are required to certify to the B.P.R. that all right-of-way or rights of entry have been acquired in connection with FAS projects before awarding a contract.

To avoid this rather involved procedure, it is suggested we eliminate the rock footpaths from the FAS project and that the county place these footpaths with county forces after the FAS project is completed. As the cost of the project is expected to exceed available FAS funds, this procedure would not affect county participation in costs as the footpath costs would be paid entirely by the county whether included in the FAS project or not.

It would be appreciated if you would discuss this matter with the County Court and advise this office if elimination of the footpaths from the FAS project would be satisfactory.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm

NOTED
John F. Hagemann

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
January 27, 1960

Mr. Tom Edwards
O F F I C E

Salem-Keizer Section
FAS 159, Marion County

Mr. John Anderson, Marion County Engineer, advised this date that the County Court wishes the rock footpaths to be eliminated from the subject named county FAS project. The county will place these footpaths with county forces after the county FAS project has been completed. This procedure will eliminate the necessity of preparing and negotiating easements from all of the abutting property owners as would be required if the footpaths were constructed as part of the FAS project. As the cost of this project will exceed available FAS funds, the county would be paying the entire cost of the footpaths in either case.

Mr. Anderson also advised that the county can make available a total of $40,000 in addition to matching available FAS funds which are presently estimated to total approximately $210,000 (includes federal, state, and county funds). This will permit a total project cost of approximately $250,000. In the event the estimated cost exceeds this amount, it will be necessary to split the section into two projects and construct one part in 1960 and the other in 1961 when additional FAS funds are available. It would be appreciated if this office could be furnished with a firm cost estimate as soon as available.

Mr. Anderson further advised that he could see no useful purpose in his meeting with the five or six Keizer merchants whose parking would be affected by the project. He stated that the plan for 48' width between curbs utilizing the existing right-of-way and prohibiting parking has the formal approval of the County Court and any variance would require further Court approval. It is his opinion that this matter falls in the category of general county policy as it represents a situation which will be continually occurring as the county proceeds with the improvement of county roads of similar service as FAS 159. He suggests that the merchants concerned request a hearing with the County Court and present any proposal they may have directly to the Court.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: J. D. Walker
Vic Wolfe

NOTED
JOHN D. GRAHAM

RECEIVED
NOV 10 1959
FOR FILING
S 45 (4)
5709

NOTED
W. C. WILLIAMS

11-5-59

LOCATION PROSPECTUS
CHEMAWA ROAD-SALEM NORTH CITY LIMITS SECTION
NORTH RIVER ROAD - FAS 159
MARION COUNTY

The following prospectus is submitted concerning the above mentioned section of North River Road which is a county road on the Federal Aid Secondary System. The northerly terminus is at the junction of North River Road with Chemawa Road (FAS 592). The southerly terminus is at the north city limits of Salem (Shangrila Avenue). The overall length of the project is 1.7 miles.

This will be a location survey to prepare plans, specifications, and estimates for reconstruction on existing grade and alignment. The community of Keizer is at the northerly end of the project and the city of Salem is at the southerly end of the project.

Reconnaissance is not required. Soils investigation will be conducted. A special study to determine the effect of this project on the storm sewer system will be required. An economic analysis is not needed at this time.

The existing (1958) average ADT is 7,000 and the projected (1978) ADT is 14,000. This will be a curbed street section consisting of a 48-foot traveled way with 5-foot crushed rock sidewalks on each side. Maximum grade and curvature are 4 per cent and 6 degrees respectively. The tentative base design by G. L. Decker is:

Over existing pavement - 1½" (min.) A.C.; for new work --

Paving, base and wear	3½" A.C.
Top course, base	2 " 3/4"-0 crushed
Bottom course, base	14 " coarse crushed
Total	19½"

(Base design subject to change on completion of soils investigation.)

Rise and fall and central angle will remain the same; viz., 40 feet and 38 degrees respectively.

Deviation from state and federal standards is not anticipated.

This will be a city street section. Channelization will be required at the intersection of Cherry Avenue with North River Road and minimum traffic control will be necessary at the Salem north city limits. Parking will be prohibited within the limits of the project. There are no railroad crossings or major stream crossings.

Adequate quantities of material are available from State-controlled and/or local commercial sources. There are good haul roads to material sources.

Final agreements with the county will be necessary.

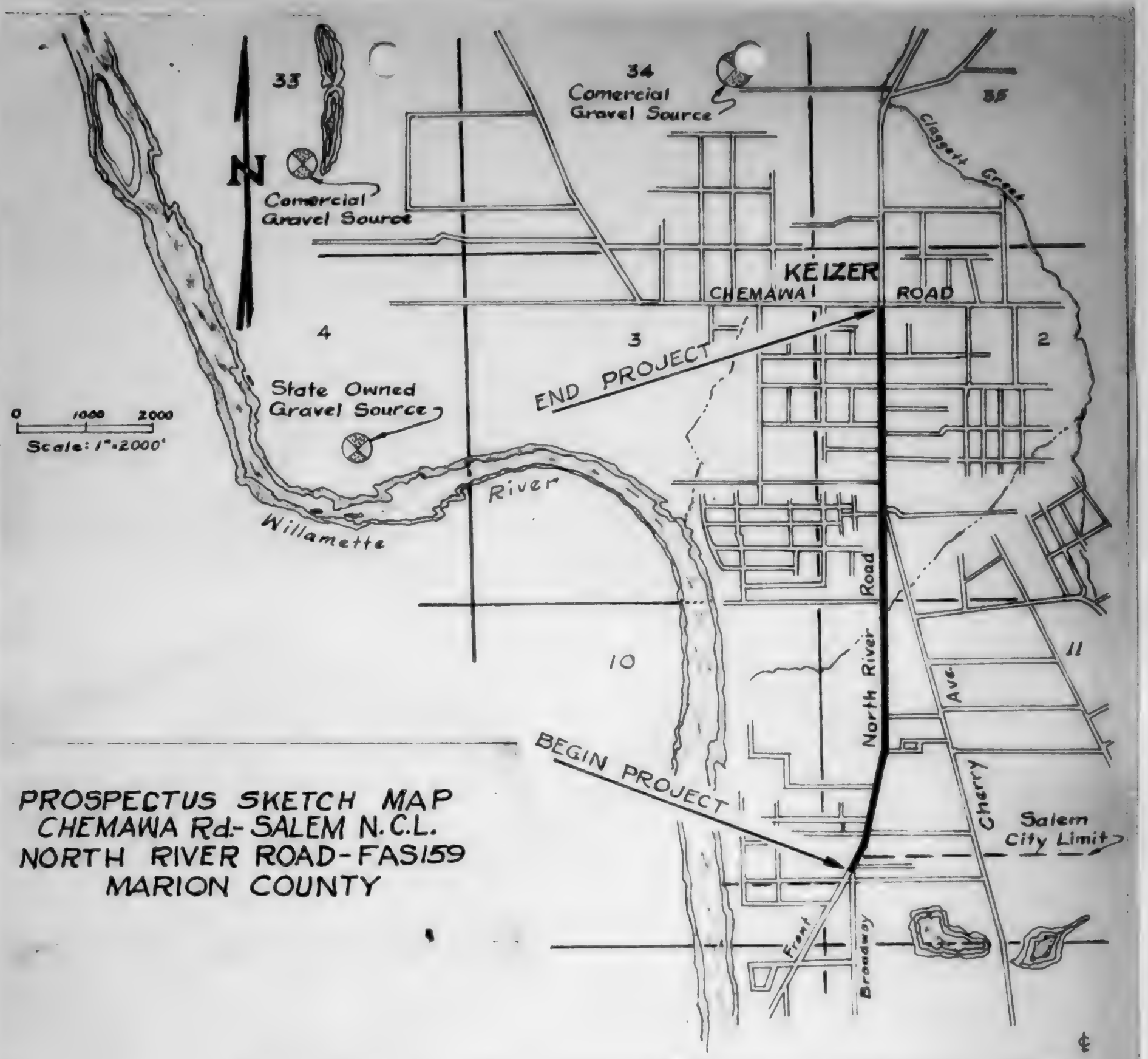
There are no state parks or roadside rest areas affected by this project.

November 5, 1959

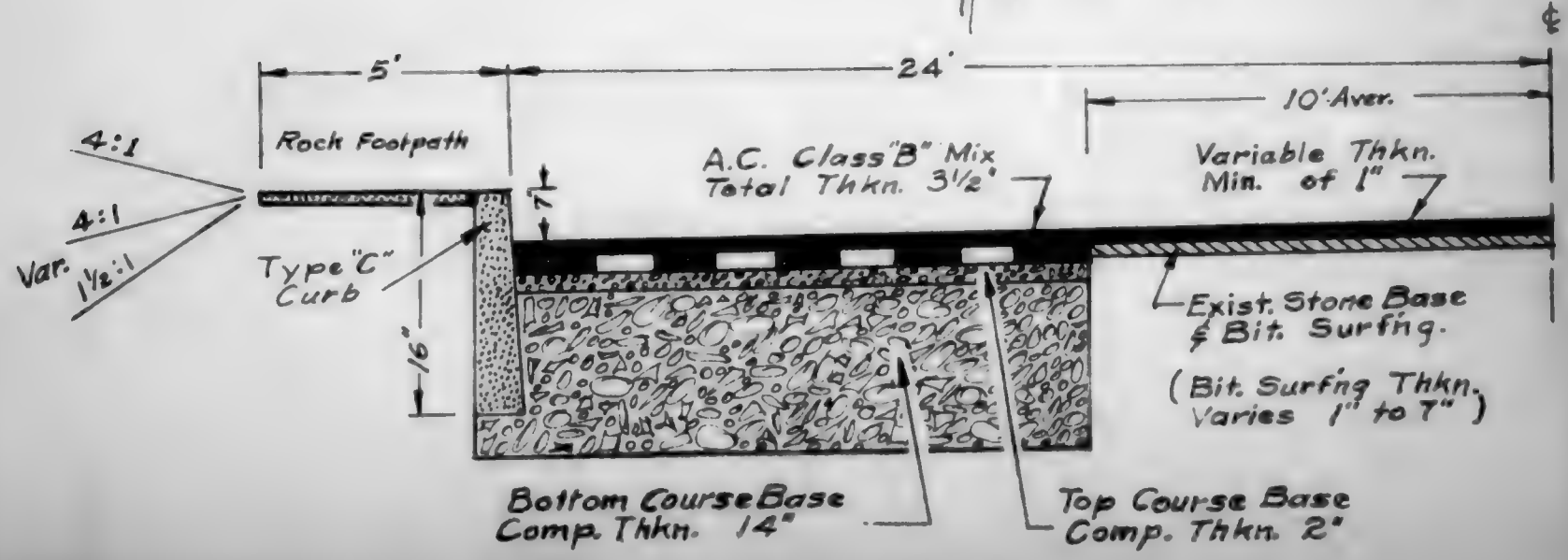
Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
Arthur Duffy
C. H. Armstrong
Mark Astrup
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
NOV - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER



PROSPECTUS SKETCH MAP
CHEMAWA Rd.- SALEM N.C.L.
NORTH RIVER ROAD - FAS159
MARION COUNTY



PROPOSED TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PROPOSED

NOTED
B. SWENSON

PROPOSED

NOTED

Section Stayton Road - North City Limits (Salem) Highway F.A.S. 659 County Marion Profile

Dist. Engr. Durdy Approx. Length of Project 4.7 Miles. Sta. to Sta. Date 11-6-59

TYPICAL SECTIONS Traffic Classif. - Heavy

NOTED
Harold C. Ayers

New Work & Widening

2 of 1½"-0 final course (incl. binder)

1½" of top course A.C.
2nd 1½" of bottom course A.C.

14" of crushed base.

Typical Soil

25 LL
4 PI
7 % Rock or Gravel
42 % Sand
21 % Silt
24 % Clay
17 % Water

Existing Roadway

1½" min. A.C.

In Place
3" - 7" oil mat
4" - 18" gravel base.

18" Cindit

NOTED
V. R. JONES

Loam

RECEIVED
NOV 9 1959
ENGINEER
COUNTY

Required			Desired		
Base & Surf. Alloc.	Surf. Alloc.	Not Cracked	Base & Surf. Alloc.	Surf. Alloc.	Year Work
		S			
19½					
			18		
19½			19½		

NOTE:
SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS DESIGN COMPLETED AT THE REQUEST OF J. F. HAGEMANN, COUNTY - CITY.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be [illegible]
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by L. L. Decker
Soils Engineer

Recommended by [signature]
Construction Engineer

Recommended by [signature]

Approved by [signature]
Deputy State Engineer

NOTED
C. G. SWANSON

August 19, 1959

NOTED
V R JONES

Marion County Court
Courthouse
Salem, Oregon

Gentlemen:

On August 19 the Highway Commission approved the Marion County FAS project on FAS 159 as described in the attached tabulation which is believed to conform to the county's request.

The survey for this project will be performed under the supervision of our Division Office with headquarters in Salem.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:eg

Att.

PROPOSED PROJECT
MARION COUNTY

FAS 159, Salem-Keizer Section, 1.7 miles, $220,000. This section extends from the Salem city limits northerly to a junction with the Chemawa County Road at the Keizer School.

The proposed project is to construct a curbed street section with a 48' wide pavement between curbs utilizing as much of the existing 20' wide pavement and 40' wide roadway as possible. By prohibiting parking this will result in a minimum type four-lane facility. Crushed rock or gravel footpaths 5' in width are to be included in the project. The project is also to include channelization of the intersection of FAS 159 with Cherry Avenue and some type of minimum traffic control treatment at the intersection of Broadway Street and Front Street at the Salem city limits. Very likely an outfall or outfalls for the storm sewer system will have to be provided as part of the project. Additional right-of-way for channelizing the Cherry Avenue intersection and possibly for 25' radius curb returns at intersecting streets will be needed. On the balance of the project the existing 60' wide right-of-way will be utilized except for slope easements as required.

The county surveyor has established the centerline of this road and Mr. Anderson, County Engineer, should be contacted to obtain this survey data. Also, Mr. Anderson should be consulted relative to available waste disposal areas which will likely be required.

The $220,000 programmed above represents the presently estimated unprogrammed balance of FAS funds available to Marion County through fiscal year 1961. This figure will be adjusted as final costs for projects presently under contract are obtained.

59-f
7/9/59

NOTED
C. G. SWENSON

NOTED
Harold S. Lyons

NOTED
V. R. JONES

Salem, Oregon
August 17, 1959

County FAS Projects
Approved 8/13/59

Mr. J. D. Walker
Division Engineer
O F F I C E

On August 13 the Highway Commission approved the county FAS project in Marion County as described in the attached tabulation. Three copies of this tabulation, with map attachments, had been furnished to you at an earlier date.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:ms
Att: Tabulation 59-f

cc: Tom Edwards
Rod Porter
Vic Wolfe

FORM E-30 50M 11-58 15890

NOTED
C. C. SWENSON

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1959

To: Mr. Arthur Duffy
Resident Engineer
Department

SUBJECT: Salem-Keizer Section
North River Road
Marion County FAS 159

NOTED
V. R. JONES

Attached is some data pertaining to the subject section, which is a proposed Marion County FAS Project.

Will you please prepare an Authority for Survey and location prospectus and plan on doing this work this coming winter when you are not busy with construction work.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RLA:AH
cc Mr. Tom Edwards
Mr. Clarence Swenson

RECEIVED
JUL 1 1959
COUNTY

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
July 13, 1959

Mr. Tom Edwards
O F F I C E

Proposed County FAS Project
FAS 159, Marion County

NOTED
V. R. JONES

NOTED
John F. Hagemann

Enclosed are three copies of a tabulation, with map attachment, describing a county FAS project proposed by Marion County for construction with fiscal year 1961 funds. The design width of 48' has been discussed with the B.P.R. personnel and approved by them as per Mr. Polk's letter to Mr. Williams of July 8.

This project will be presented to the Highway Commission for approval on August 13.

John F. Hagemann
Assistant County & City Relations Engineer

JFH.mm
Encl: 5-f

cc: J. D. Walker
Vic Wolfe
G. L. Decker

File

PROPOSED PROJECT
MARION COUNTY

FAS 159, Salem-Keizer Section, 1.7 miles, $220,000. This section extends from the Salem city limits northerly to a junction with the Chemawa County Road at the Keizer School.

The proposed project is to construct a curbed street section with a 48' wide pavement between curbs utilizing as much of the existing 20' wide pavement and 40' wide roadway as possible. By prohibiting parking this will result in a minimum type four-lane facility. Crushed rock or gravel footpaths 5' in width are to be included in the project. The project is also to include channelization of the intersection of FAS 159 with Cherry Avenue and some type of minimum traffic control treatment at the intersection of Broadway Street and Front Street at the Salem city limits. Very likely an outfall or outfalls for the storm sewer system will have to be provided as part of the project. Additional right-of-way for channelizing the Cherry Avenue intersection and possibly for 25' radius curb returns at intersecting streets will be needed. On the balance of the project the existing 60' wide right-of-way will be utilized except for slope easements as required.

The county surveyor has established the centerline of this road and Mr. Anderson, County Engineer, should be contacted to obtain this survey data. Also, Mr. Anderson should be consulted relative to available waste disposal areas which will likely be required.

The $220,000 programmed above represents the presently estimated unprogrammed balance of FAS funds available to Marion County through fiscal year 1961. This figure will be adjusted as final costs for projects presently under contract are obtained.

59-f
7/9/59

123°03'
123°02'
123°01'
SPONGS ROAD
WINDSOR ISLAND ROAD
Willow Lake
WEST BOWDEN LANE
ORCHARD ST
CHEHALIS DR
NEWBERG DR
JOAN DR
ROBINDALE DRIVE
SANDY DR
BEARDSLEY ROAD
CHEMAWA ROAD
KEIZER
LOST LN
CRATER ST
ELIZABETH ST
JANET AVE
WOLF ST
CHURCHDALE AVE
DEARBORN AVE
DELIGHT ST
EVANS ST
ELVIRA ST
JUEDES AVE
CUMMINGS SCHOOL
CUMMINGS LANE
MENLO DRIVE
MARINO DR
MANBRIN DR
WAYNE DR
LARRY AVE
SUNSET AVE
RIVERCREST DRIVE
SHORELINE DR E
ROWAN DR
STRAW DR
RIVER ROAD
NORTH RIVER ROAD
TRAIL AVE
LONG AVE
HARMONY
MINTURN DRIVE
Claggett
CLAGGETT ST
ARLETA AVE
JAMES ST
BAILEY ROAD
KENEDY ST
WILL AVE
LEMLEAF LN
LINDA AVE
MAINE AVE
DIETZ AVE
CLARK ST
LOWELL ST
MARCOURT
RICKMAN RD
GREENWOOD DRIVE
BIRCH AVE
CEDAR AVE
BATTING ST
GARY ST
EVENING ST
TROY STREET
FILBERT ST
CHERRY AVE
ALDER ST
BROOKS AVE
CLEARVIEW DRIVE
SHADY LANE AVE
BEVER DRIVE
CADE ST
CANDLEWOOD DRIVE
HOLGATE ST
WEEKS DRIVE
APPLE BLOSSOM AVE
PLYMOUTH DRIVE
WILSHIRE DR
MANGRILA AVE
STARR ST
BROADWAY ST
T 6 S
T. 7 S.
45°00'
MARION COUNTY
POLK COUNTY
WILLAMETTE R.
POLK COUNTY
MARION COUNTY
N
Chemawa Road
Revised City Limits
SALEM
Population 46,812
Marion Co 42,010
Polk Co. 3,802
(est.)
SALEM
MATCH

FAS 159 (6)
Marion

When replying, refer to:
08-35.2-DA

408 State Highway Building
Salem, Oregon

July 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 2, 1959 discussing the proposed Marion County project on FAS 159, North River Road, and requesting approval for deviation from the minimum AASHO standards by elimination of a 4 foot median.

Since the project traverses a suburban area which is essentially urban in character with frequent cross streets and width is limited by adjacent improvements, the elimination of a 4 foot median is approved. The proposed 48 foot width between curbs, within a normal 60-foot right-of-way, will be acceptable; however, we suggest that the pavement be striped to provide 11 foot lanes with 1-1/2 foot curb offsets and a 1 foot wide double striped median.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED

RECEIVED
JUL - 1959
FOR FILING
S-45(4)
5709

July 2, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem Oregon

Reference 08-35.4

Dear Mr. Polk:

Minimum design standards for the proposed Marion County FAS project on FAS 159 (North River Road) from the Salem City Limits to Chemawa Road as outlined in your letter of June 26 were discussed with the Marion County Court and County Engineer on July 2.

After considerable discussion the County Court requested that deviation from the minimum standards by eliminating the 4' median be permitted on this project. This would result in a proposed project 48' in width between curbs within the existing 60' right-of-way which would provide for four 11' lanes with 2' curb offsets and an approximate 5½' border area beyond the curbs for utilities and footpaths. Channelization of the intersection of FAS 159 and Cherry Avenue would also be included in the proposed project.

This requested deviation from minimum standards is based on the urban characteristics of the area. There are numerous existing businesses abutting the road and numerous intersecting cross streets and driveway entrances to the abutting property. This section of road is presently posted for 35 and 45 m.p.h. maximum speeds and, due to the large number of children who must traverse this route to attend school, it is not likely public opinion will permit any increase in these designated speeds.

It would be appreciated if you would advise if the design standard as proposed by the County would be acceptable to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Ass't. State Highway Engineer

cc: Forrest Cooper
Tom Edwards
C. G. Swanson

FORM E-20 50M 11-58 15000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 2, 1959
Salem, Oregon

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: B.P.R. Approval
Tentative County FAS Project
FAS 159
Marion County

Attached is a suggested letter to the B.P.R. requesting approval of a deviation in minimum design standards on a Marion County FAS project as proposed by the County Court.

This matter has been discussed informally with B.P.R. representatives and they have indicated the latest proposal by the County may be acceptable; however, they requested that the matter be presented in the form of a letter so that all data would appear in the B.P.R. files.

John F. Hagemann

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Att.

RECEIVED
JUL 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
IDAHO
MONTANA
OREGON
WASHINGTON
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to S-45(4)08-35.4

5709

408 State Highway Bldg.
Salem, Oregon

June 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

(678

Dear Sir:

We have received your letter of June 22, 1959, concerning a proposed project on F.A.S. Route # 159, (North River Road) from Salem North City Limits to Chemawa Road.

You have indicated that the county proposes to construct this project to "Minimum Marion County Standards", which provide a 44' curbed street section with parking prohibited.

AASHO design standards for this class road call for a median at least 4 feet in width, lanes 11 to 12 feet wide, and an offset of at least 2' from a curb over 3" in height. Any deviation below these standards requires supporting justification before approval can be given.

From the information submitted in your letter, it would appear that some deviation from the standards might be reasonable, but approval of the minimum design proposed by the county at this time does not appear to be justified.

It is our feeling that, with the large development potential of the area involved and the lack of a feasible alternate route to serve it, every effort should be made to encourage the county to adopt as high a standard as can reasonably be constructed.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

assign 678 (Asst)
to Swanson

NOTED
G. H. PARKER

RECEIVED
JUN 29 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1959
FOR FILING

2.45(4)
5709

June 22, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Mr. Polk:

The Marion County Court adopted a motion on June 19 requesting programming of its fiscal year 1961 FAS funds (approximately $220,000 including federal, state, and county funds) for reconstruction to minimum Marion County standards that section of FAS 159 (North River Road) from the Salem city limits to Chemawa Road. Minimum Marion County standards provide for a curbed street section 44' in width between curbs to be constructed within the existing 60' right-of-way. Parking would be prohibited to provide 4-11' traveled lanes.

As the Keizer area is a densely populated suburban business and residential area, it is assumed that AASHO standards for major streets in an urban area would apply in this case. Based on this assumption it would also appear that the county's requested design would not meet the acceptable minimum standard in pavement width as no curb offset is provided nor would it meet the minimum right-of-way width of 62'.

In order to properly negotiate this matter with the county it is requested that we be advised whether or not the B.P.R. would approve a project as requested by Marion County or, if not, what minimum design standards would be acceptable for this section of road.

Attached is a copy of a general highway map showing the proposed project colored in red and also showing traffic volumes at various points. Since this map was printed a housing development has been constructed between Plymouth Drive and Cass Street and three more streets not shown on the map intersect FAS 159 in this area. The area between Keeks Drive and Sunset Avenue is the only remaining agricultural land adjacent to this section of FAS 159 and it is reasonable to assume that this area will be subdivided and developed to residences and businesses within the next five to ten years.

Before making its decision as to the type of improvement to request, the Marion County Court had an estimate made of cost to acquire additional right-of-way to provide an 80' total width. This estimate, made

approximately two years ago, was $120,000 and did not include an approximate two block section at the north end of the proposed project. The abutting property on this two block section is occupied by business buildings and acquisition of additional right-of-way would require the relocation of the majority of these business buildings. Additional development along FAS 159 which has either been constructed or is in the advance planning stages since the initial right-of-way estimate would probably increase this estimated cost to $150,000. In the opinion of the County Court an expenditure of this amount for right-of-way could not be accomplished within its available road funds and still permit the county to meet its road obligations to the balance of the county.

The Court also feels that if they cannot acquire an 80' right-of-way and thus permit construction of a facility of materially greater capacity, it would logically follow that a minimum type facility should then be constructed within the existing right-of-way. Maximum speeds in this section of road are presently designated for 35 and 45 miles per hour and, due to the large number of children in the area, it is not likely public opinion would permit any increase in these designated speeds.

If you wish any additional information on this matter it is suggested you contact our County and City Relations Division.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Parson
Ass't. State Highway Engineer

cc: Forrest Cooper
Tom Edwards
C. G. Swenson

123°03'
123°02'
123°01'
45°00'
44°59'
T 6 S
T 7 S
SPONGS ROAD
WINDSOR ISLAND ROAD
Willow Lake
WEST BOWDEN LANE
BEARDSLEY ROAD
ORCHARD ST
CHEHALIS DR
NEWBERG DR
JOAN DR
ROBINDALE DRIVE
SANDY DR
CHEMAWA ROAD
KEIZER
NORTH RIVER ROAD
TRAIL AVE
LONG AVE
HARMONY
MINTURN DRIVE
CLAGGETT ST
Claggett
KENNEDY ST
WILL. AVE
BAILEY ROAD
CHEMAWA
LOST LN
JANET AVE
ELIZABETH ST
WOLF ST
CARTER ST
JAMES ST
ARLETA AVE
LEHLEAF LN
CHURCHDALE AVE
DEARBORN AVE
RICKMAN RD.
MARCOURT ST.
DELIGHT ST
EVANS ST
ELVIRA ST
LINDA AVE
NAINE AVE
JUEDES AVE
DIETZ AVE
CLARK ST
THOMAN AVE
LOWELL ST
LAWLER ST
CUMMINGS LANE
MENLO DRIVE
GREENWOOD DRIVE
WARINO DR
MANBRIN DR
WAYNE DR
LARRY AVE
SUNSET AVE
RIVERCREST DR
ROWAN DR
STRAW DR
SHELLINE DR
BATTING ST
ARNOLD
GARY ST
STEVENING ST
TROY STREET
FILBERT ST
CHERRY
ALDER ST
BROOKS
CLEARVIEW DRIVE
SHADY LANE AVE
BEVER DRIVE
CADE ST
CANDLEWOOD DRIVE
HOLGATE ST
WEEKS DRIVE
APPLE BLOSSOM AVE.
WILSHIRE DR.
PLYMOUTH DRIVE
SHANGRILA AVE
MARION COUNTY
POLK COUNTY
WILLAMETTE RIVER
MARION POLK COUNTY
POLK COUNTY
MARION COUNTY
2,600
4,200
6,200
6,400
6,900
13,800
11,600
7,400
Present City Limits
Broadway St.
N

45°00'
44°59'
122°59'
123°00'
T 6 S.
T 7 S.
R 2 W
MATCH LINE
LABISH ROAD (MAIN DITCH ROAD)
LABISH ROAD
GREEN ROAD
HAZEL
EAST
LABISH DITCH
LAKE
CHEMAWA ROAD
HIGHWAY
HOODVIEW ROAD
DRIVE
REIMAN ST
HOMER RD
MILTON ST
HAPESVILLE
FAIRWAY DRIVE
SATTER DRIVE
HARLAN ROAD
HERRIN AVE
LANCASTER DRIVE
FISHER ROAD
HOLLYWOOD AVE
PACIFIC
MICHAEL ST
WARD
BLOSSOM
NILES AVE
CHEMAWA INDIAN SCHOOL
FREEWAY
BALDOCK
PARK LANE
HIGHWAY
KAPPHAHN AVE
WAYSIDE TERRACE
RIDGE DRIVE (DIERKS ROAD)
ELECTRIC
CLAXTAR
ST CROIX WAY
TEPPER LANE
MC LEOD LANE
HARMONY DRIVE
KEIZER ROAD
NOREN AVE
GOBERT AVE
VERDA LANE
OREGON
DIXON ST
WAY ST
LEO ST
SIEBERG ST
BEEBE ST
PLEASANT VIEW DR
BATTING ST
AMADOR ST
GARY ST
BROOKS ST
LAWLESS ST
MARCOURT ST
RICKMAN RD
HOLGATE ST
Creek
Labish

LEGEND

- PUBLIC USAGE — PRIVATE ROAD
- IMPASSABLE ROAD
- PRIMITIVE ROAD
- UNIMPROVED ROAD
- GRADED AND DRAINED ROAD
- SOIL SURFACED ROAD
- GRAVEL NOT GRADED OR DRAINED ROAD
- GRAVEL GRADED AND DRAINED ROAD
- PAVED ROAD LOW TYPE
- PAVED ROAD HIGH TYPE
- MULTIPLE LANE — DIVIDED ROAD
- FOUR WAY ROAD
- FAP FEDERAL AID PRIMARY HIGHWAY
- FAS FEDERAL AID SECONDARY HIGHWAY
- 22 OR ROUTE — US ROUTE
- 1.6 DISTANCE BETWEEN POINTS
- MINOR STRUCTURE
- DIRT ROAD — GRAVEL SURFACE
- BRIDGE COVERED
- FERRY FF-FREE TF-TOLL
- DAM
- DAM ROAD ON TOP
- DAM WITH LOCKS
- TUNNEL
- CATTLE UNDERPASS
- GATE
- INTERMITTENT STREAM
- STREAM
- RIVER N-NAVIGABLE
- DOCK PIER OR LANDING
- LAKE POND OR RESERVOIR
- DRAINAGE DITCH
- IRRIGATION DITCH
- PROMINENT MOUNTAIN BUTTE OR PEAK
- STATE PARK
- RAILROAD STATION
- RAILROAD GRADE CROSSING
- RAILROAD ABOVE ROAD
- RAILROAD BELOW ROAD
- AIR ROUTE
- AIRFIELD — AIRPORT
- LANDING AREA OR AIRSTRIP
- AIRFIELD MILITARY
- SEAPLANE BASE CIVIL
- AIRWAYS LIGHT BEACON
- WEATHER OBSERVATION STATION
- STATE CAPITOL
- COUNTY SEAT
- CITY OR LOCALITY
- FARM UNIT IN USE / NOT IN USE
- DWELLING, OTHER THAN FARM
- GROUP OF DWELLINGS
- PUBLIC BUILDING, T-TOWNHALL G-GRANGE
- SCHOOL
- CHURCH
- CEMETERY
- FIRST AID STATION
- HOSPITAL
- RADIO STATION, WITH CALL LETTERS
- POST OFFICE OR (T) ATOP ANY BUILDING
- BUSINESS ESTABLISHMENT
- FACTORY OR INDUSTRIAL PLANT
- SAWMILL
- GRAIN ELEVATOR
- WAREHOUSE
- STOCK LOADING PEN
- POWER PLANT-HEATING PLANT-PUMP HOUSE
- POWER SUBSTATION
- TRANSMISSION LINE
- WATER TANK—OIL TANK—GAS TANK
- DISPOSAL: D-DUMP S-SEWAGE I-INCINERATOR
- ROAD MATERIAL STOCK PILE SITE
- GRAVEL OR CINDER PIT — QUARRY
- MINE
- CAMP AREA OR LODGE
- PARK OR CLUB: SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
- FAIRGROUNDS OR RACE TRACK
- DRIVE-IN THEATER
- MILITARY INSTALLATION
- FOREST RANGER STATION
- OBSERVATION OR LOOKOUT TOWER
- FISH HATCHERY
- BENCH MARK
- TRIANGULATION STATION

Roadside Culture Data from 1955 Aerial Photography

This map has not been Prepared by Standard Stereo Photogrammetric Methods

SUPPLEMENTAL SHEET 28 OF 5 MAP SHEETS AND 5 SUPPLEMENTAL SHEETS

123°03' 123°02' 123°01'

55-3C T 6 S. R 3 W.
T 6 S. R 2 W.
0-11-12 T 7 S R 3 W.
T 7 S. R 2 W.

1959 ADT

SALEM AND VICINITY — NORTH PORTION

MARION COUNTY OREGON (13)

GENERAL HIGHWAY MAP

MARION COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

US DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

DATA OBTAINED FROM

STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

0 0.1 0.2 0.3 0.4 0.5 Miles

1956

Lambert Conformal Projection

Plane Coordinate in Lambert Projection

Oregon North Zone in Thousands of feet

KEY TO ENLARGEMENTS

SHEET 28

123°01' 123°00' 122°59'

APPROVED

GENERAL HIGHWAY MAP MARION COUNTY OREGON 24

S-97(6) Sumpter-McEwen Sec. of Sumpter Valley Hwy. (Grad. & Oiling) 1960

#5710

HA 2215 .A5-60

Contract 5710

Monthly transaction number	Form R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
3-1		County Baker
Project report number 8	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 2-23-62	Project number S-97(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 16, 1960, is hereby modified as follows:

Revised estimated total cost of project $ 341,491

Revised Federal funds $ 214,485

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of February, 1962.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Fagan

Asst State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright, Administrative Manager

USComm-DC 11170

February 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Sumpter-McEwen Section, Project No. S-97(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

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JUN 23 1960
6-93
FOR FILING

Contract No. 5710

6-16-60

Monthly Transaction No.	Form PR-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project Report No. 1.97(6)5 5710	FEDERAL-AID PROJECT AGREEMENT	County Baker
		Project No. S-97(6)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From approximately 1 mile east of McEwen to Sumpter
(McEwen-Sumpter Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	4-17-59	---
Rights-of-Way		
Construction	4-17-59	7.2
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 327,349	$ 199,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Deputy State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer June 16, 1960

USCOMM-DC 40257

June 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the Sumpter - McEwen Section, Project No. S-97(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

June 8, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

We are forwarding four copies of estimate as a basis for project agreement for the Sumpter-McEwen Section, Project No. S-97(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw
Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-97(6)

SUMPTER-McEWEN SECTION OF THE

SUMPTER VALLEY HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low-bid prices.)

Salem, Oregon, June 8, 1960

Type Code P.E.

Preliminary Engineering	All Required		$ 13,000.00

Type Code 5231
Roadway (Sta. 252+10 to Sta. 633+11.83)(Contract No. 5710)

Clearing and Grubbing	All Required	$	$ 10,500.00
Drainage Excavation, Unclassified	680 cu. yds.	2.00	1,360.00
General Excavation, Unclassified	149,000 cu. yds.	0.27	40,230.00
Short Overhaul	205,000 yd. sta.	0.01	2,050.00
Long Overhaul	800 C-yd. sta.	0.50	400.00
Finishing Roadbed and Slopes	6.86 miles	800.00	5,488.00
Rounding Cutbanks	7,400 lin. ft.	0.15	1,110.00
12-inch Culvert Pipe	800 lin. ft.	3.00	2,400.00
18-inch Culvert Pipe	1,060 lin. ft.	4.50	4,770.00
30-inch Culvert Pipe	70 lin. ft.	8.00	560.00
18-inch Corrugated Metal Pipe	200 lin. ft.	4.50	900.00
24-inch Corrugated Metal Pipe	140 lin. ft.	7.00	980.00
30-inch Corrugated Metal Pipe	160 lin. ft.	8.00	1,280.00
36-inch Corrugated Metal Pipe	70 lin. ft.	12.00	840.00
42-inch Corrugated Metal Pipe	26 lin. ft.	15.00	390.00
8-inch Perforated Metal Pipe	66 lin. ft.	3.00	198.00
Special Backfill in Drains	6 cu. yds.	5.00	30.00
18-inch Corrugated Metal Siphon Pipe	90 lin. ft.	8.00	720.00
Concrete End Basins	6 cu. yds.	100.00	600.00
Concrete Inlets, Type "D"	2 only	100.00	200.00
Salvaging Culvert Pipe	300 lin. ft.	2.50	750.00
Metal Guard Rail	3,100 lin. ft.	2.60	8,060.00
Guide Posts, Type W-2	330 only	6.00	1,980.00
Coarse Crushed Material in Base	112,800 tons	1.07	120,696.00
3/4" - 0 Material in Base	14,000 tons	1.15	16,100.00
Sprinkling	2,530 M-gals.	3.00	7,590.00
Preparation of Base	7.23 miles	150.00	1,084.50
3/4" - 0 Material in Binder Course	690 cu. yds.	3.00	2,070.00
Furnishing and Placing Aggregates	4,720 cu. yds.	3.00	14,160.00
MC-2 Asphalt	108 tons	52.00	5,616.00
120-150 Asphalt	340 tons	48.00	16,320.00
RS-1 Asphalt	100 tons	55.00	5,500.00
Extra for Oiling Approaches	76 only	30.00	2,280.00
			$277,212.50

Flagging (57½ of Contractor's Cost)	All Required	$ 750.00
Falling Danger Trees	All Required	500.00
Fencing	All Required	4,000.00
Signing (Temp.)	All Required	560.00
Signing (Perm.)	All Required	600.00
Work by Pacific Telephone N.W. Co.	All Required	1,200.00
Work by California Pacific Utilities Co.	All Required	950.00
	Subtotal	$285,772.50
	10% Engr. & Cont.	28,576.50
	Total	$314,349.00

Length of Roadway . . . . . 7.226 Miles
Cost of Roadway Per Mile $43,502.49

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 13,000.00	$ 7,800.00	$ 5,200.00
Roadway	314,349.00	191,200.00	123,149.00
	$327,349.00	$199,000.00	$128,349.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939

RECEIVED
JAN 17 1962
FOR FILING

9.1(6)

5710

January 16, 1962

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment in the amount of $4,276.16 will be made to McNutt & Sons, Inc., on contract #5710 for grading-oiling the Sumpter-McEwen Section of the Sumpter Valley Secondary Highway in Baker County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $300,402.69, including the post-final payment. Of the total, $521.37 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: McNutt & Sons, Inc.,
827 North Mill Street
Springfield
Oregon

RECEIVED
DEC 11 1961
FOR FILING

5-97(16)

5-710

December 8, 1961

McNutt & Sons, Inc.,
847 North Mill Street
Springfield
Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 8, 1961, discussed with the Engineer your request for an extension of time on contract #5710. You requested 34 additional workdays within which to complete the grading-oiling of the Sumpter-McEwen Section of the Sumpter Valley Secondary Highway in Baker County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 34 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. F. Parsons
R. R. Cameron
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Malcom

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DEC 1 1961
FOR FILES

F. Cooper

Sumpter-McEwen Section
Contract No. 5710

FINAL COST ANALYSIS
Grading and Paving
Contractor: McNutt & Sons
Resident Engineer: R. R. Cameron

December 1, 1961

Sumpter Valley Highway
Prefix No. 101-1041

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	1	Lump	10,500.00	9,645.32	9,645.32	10,500.00
Drainage Excav., Unclass.	992.87	Cu.Yd.	2.00	1.98	1,965.42	1,985.74
*General Excav., Unclass.	129,941.10	Cu.Yd.	0.27	0.271	35,325.89	35,084.10
*Short Overhaul	214,183	Yd.Sta.	0.01	0.01	2,163.25	2,141.83
*Long Overhaul	1,706.30	C-Yd.Sta.	0.50	0.504	861.54	853.15
*Finish R.B. & Slopes	6.84	Mile	800.00	808.00	5,526.74	5,472.00
*Rounding Cutbanks	7,100	Lin.Ft.	0.15	0.151	1,075.66	1,065.00
12" Culvert Pipe	1,236	Lin.Ft.	3.00	3.60	4,453.45	3,708.00
18" Culvert Pipe	1,196	Lin.Ft.	4.50	4.96	5,930.86	5,382.00
30" Culvert Pipe	70	Lin.Ft.	8.00	9.75	682.68	560.00
18" Corr.Metal Pipe	274	Lin.Ft.	4.50	4.95	1,358.81	1,233.00
24" Corr.Metal Pipe	166	Lin.Ft.	7.00	8.65	1,436.72	1,162.00
30" Corr.Metal Pipe	254	Lin.Ft.	8.00	9.75	2,476.78	2,032.00
36" Corr.Metal Pipe	50	Lin.Ft.	12.00	13.34	667.41	600.00
42" Corr.Metal Pipe	72	Lin.Ft.	15.00	18.26	1,310.48	1,080.00
8" Perf.Mtl.Dr.Pipe, Unctd.	300	Lin.Ft.	3.00	4.03	1,209.28	900.00
Special Backfill in Drains	57.01	Cu.Yd.	5.00	5.94	338.87	285.05
18" Corr.Metal Siphon Pipe	100	Lin.Ft.	8.00	10.36	1,036.39	800.00
Concrete End Basins	7.208	Cu.Yd.	100.00	88.06	634.76	720.80
Concrete Inlets, Type D	2	Only	100.00	97.87	195.75	200.00
Salvaging Culvert Pipe	233	Lin.Ft.	2.50	2.90	675.81	582.50
***Metal Guard Rail	2,752.50	Lin.Ft.	2.60	2.32	6,393.77	7,156.80
***Guide Posts Type W-2	295	Only	6.00	5.81	1,713.22	1,770.00

Final Cost Analysis - Contract No. 5710
Sumpter-McEwen Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr. Mat'l in Base	113,192.17	Ton	1.07	1.03	116,273.62	121,115.62
3/4"-0 Mat'l in Base	13,396.24	Ton	1.15	1.03	13,760.94	15,405.68
Sprinkling	8,474.50	M-Gal.	3.00	1.54	13,052.43	25,423.50
**Preparation of Base	7.21	Mile	150.00	151.50	1,092.32	1,081.50
**3/4"-0 Mat'l in Binder Course	750	Cu.Yd.	3.00	2.63	1,976.36	2,250.00
**Furnish & Place Aggregate	4,130	Cu.Yd.	3.00	2.63	10,883.11	12,390.00
**MC-2 Asphalt	109.68	Ton	52.00	52.52	5,760.40	5,703.36
**120-150 Asphalt	335	Ton	48.00	48.48	16,240.81	16,080.00
**RS-1 Asphalt	100.50	Ton	55.00	55.55	5,582.78	5,527.50
**Extra for Oiling Approaches	64	Only	30.00	30.30	1,939.21	1,920.00
****Type 1 Fence PA#1	1,683.30	Rod	5.25	4.03	6,790.78	8,839.95
****Type 2 Fence PA#1	18.30	Rod	6.25	4.80	87.88	114.38
****Build Wire Gates PA#1	16	Each	35.00	26.88	430.19	560.00
Liquidated Damages	38	Day	160.00			-6,080.00
Force Account #1 State Participation in Flagging					829.14	343.55
Force Account #2 Wire Enclosure					195.50	177.82
					$281,974.33	$296,126.53

Work Done by Others:
*Durbin Bros. (All or in part)
**Russell Olson Constr. Co. (All or in part)
***J.C. Denton & Sons (All or in part)
****Dunn Construction Co. (All or in part)

Gross Revenue	$ 296,126.53
Total Cost	281,974.33
Net Profit	$ 14,152.20

Net Profit equals 4.78% of Gross Revenue

DETAIL OF COSTS - Contract No. 5710

Labor:					
Labor and Supervision				$ 56,957.65	
Labor Insurance, Health, Welfare, Pension & Travel				6,234.93	
					$ 63,192.58
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				61,016.72	
Equipme nt Rental, Hired without Operator				2,161.89	
Equipment Rental, Hired with Operator				1,817.94	
Gas, Oil and Grease				10,552.70	
Bond				699.79	
Home Office and General Overhead				1,973.06	
Lumber, Nails, etc., for forms				25.00	
Move In and Set Up				10,192.76	
Small Tools and Miscellaneous Supplies				642.95	
Royalty on Gravel Source				1,494.17	
					99,576.98
Materials:					
12" Corr. Metal Pipe	1,236 Lin. Ft.	@	$1.93	2,474.26	
18" Corr Metal Pipe	1,470 Lin. Ft.	@	$3.87	5,628.90	
30" Corr. Metal Pipe	324 Lin. Ft.	@	$5.06	1,639.44	
24" Corr. Metal Pipe	166 Lin. Ft.	@	$4.19	695.54	
36" Corr. Metal Pipe	50 Lin. Ft.	@	$8.13	504.06	
42" Corr. Metal Pipe	72 Lin. Ft.	@	$9.65	694.80	
8" Perf. Metal Drain Pipe	300 Lin. Ft.	@	$1.17	351.00	
Special Backfill in Drain	57 Cu. Yd.	@	$5.77	329.00	
18" Corr. Metal Syphon Pipe	100 Lin. Ft.	@	$3.87	387.00	
Class "A" Concrete	7.208 Cu. Yd.	@	$51.88	374.00	
Grates for Inlets	2 Each	@	$39.00	78.00	
Miscellaneous Force Account Material				42.54	
					13,258.54
Work Done by Others:					
Durbin Bros.				53,050.40	
Russell Olsen Construction Co.				37,632.36	
J.C. Denton & Sons				8,027.00	
Dunn Construction				7,236.47	
					105,946.23
			TOTAL COST		$ 281,974.33

CRUSHING BREAKDOWN - Contract No. 5710

	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	126, 588. 41	Ton	15, 276. 87	.121
Feed Crusher	126, 588. 41	Ton	28, 303. 30	.223
Crushing	126, 588. 41	Ton	32, 716. 13	.258
Total Cost of Crushing	126, 588. 41	Ton	76, 296. 30	.602
Load and Haul to Grade	126, 588. 41	Ton	29, 925. 87	.236
Place and Process	126, 588. 41	Ton	23, 617. 88	.186
Total Cost of Haul and Place	126, 588. 41	Ton	53, 543. 75	.422
Move In and Set Up	4, 880	Cu. Yd.	795. 05	.162
Feed Crusher	4, 880	Cu. Yd.	1, 472. 98	.301
Crushing	4, 880	Cu. Yd.	1, 702. 63	.348
Haul to Stock Pile	4, 880	Cu. Yd.	1, 640. 27	.336
Total Cost in Stockpile	4, 880	Cu. Yd.	5, 610. 93	1.149

The Crushing plant operated 476 hours for an average of 280.8 tons per working hour.

Contract No. 5710 - Remarks

This was a "Federal Aid Secondary Project" consisting of the construction of 6.86 miles of highway roadbed, involving 129,941 cubic yards of roadbed excavation; the construction of 7.23 miles of stone base and shoulders, involving 126,588 tons of crushed materials; the construction of 7.23 miles of Type 0-11 oil mat wearing surface; the the construction of 2,752.5 linear feet of metal guard rail on the Sumpter-McEwen Section of the Sumpter Valley Highway in Baker County.

This project was bid Aprii 19, 1960, awarded June 2, 1960 and completed June 16, 1961.

McNutt & Sons began work on this project June 6, 1960 using a D8 dozer and a crew of four men for clearing. Clearing was started near the quarry site and proceeded toward Sumpter. A crew of three men began placing pipe culverts on June 24th.

Durbin Bros., grading contractors, moved in two dozers and two DW20 scrapers on June 26th and began work between Stations 500+00 to 530+00. Grading work was continuous throughout the following seven weeks but was then stopped for two days as the equipment was taken by the Forest Service to fight fires. All grading was completed on August 27th.

McNutt & Sons began moving in crushing equipment August 25th. Nearly a month was spent clearing, leveling the plant site and setting up the plant. Crushing started September 25th. Base material was hauled directly to the grade. The plant was fed with a 2-1/2-cubic yard shovel and two antiquated Letourneau bottom dumps. The material was hauled with truck trains, dump trucks and DW21 scrapers. Crushing and placing of coarse base was completed December 3rd.

The plant was then changed over to the production of 3/4-0 and 1-1/4"-3/4" aggregates. All aggregates were completed December 24, 1960.

McNutt & Sons started operations again May 5, 1961. This work consisted of hauling and placing base and key as required to bring the base to grade. Loading of base material was done with a 175-A Michigan loader. Hauling was done with two truck trains, one 10-cubic yard dump truck and one DW20 bottom dump. Processing was done with one 3-wheel roller, one Ford deisel tractor pulling a 13-wheel "tampo" roller, and one #14 caterpillar blade.

Russell Olson Construction Company moved in Monday, May 22nd with one #12 blade and one 3-wheel roller and began preparation of base for binder course. Placing of 0-11 oil mat took place during the first part of June. Aggregates were hauled in 10-cubic yard dumps and spread with a "Flaherty" spreader.

Despite all the difficulties encountered in the crushing phase of the project, a fair profit was made by the contractor.

M.N. Juve
Chief Cost Analyst

By
G.K. Hanson

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NOV 24 1961
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5710

November 22, 1961

Oregon State Highway Commission

Request for Extension of Time
No. 1
December 5 meeting

Gentlemen:

The contractor on the Sumpter-Baker Section of the Sumpter Valley Highway, Contract No. 5710, has requested that his wortime be increased 20 days without the assessment of liquidated damages. The contractor on this project is Hallett and Sons, Inc.

The contractor states that the award of this contract was delayed by the State Highway Department which, in turn, delayed his progress of the job. This is correct, as bids were taken on April 21, 1960, but the contract was not awarded until June 2, 1960, due to difficulties in securing right of way.

As a consequence of our delay in awarding the contract, the contractor had to reschedule his operations which ultimately caused a delay between the end of the grading work and the beginning of the crushing work. He was charged 24 days during this period in which no work was accomplished.

It is therefore recommended that the worktime be increased from an original allowance of 95 days to 119 days without the assessment of liquidated damages. Bureau of Public Roads' approval is not required on this secondary project.

This matter will be on the agenda for your consideration at the December 5 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Tom Edwards

FBK:jp:jw fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5710 Contractor McNutt & Sons, Inc.

Highway Sumpter Valley

Section Sumpter-McEwen

Kind of Work Grading and Oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows: **In Part. An extension of 24 days is recommended due to the fact that the State failed to present to the contractor the contract and bond within a period of 20 days of receiving bids.**

Recommended for Approval:

A. F. Parsons
Division Engineer

J. H. Kabler
Construction Engineer or Bridge Engineer

Rex Hocken
State Highway Engineer

Contract No.	5710
Project designation	S-97(6) State-Federal
Date awarded	June 2, 1960
Work started	June 6, 1960
Per cent completed	100 June 16, 1961 Date
No. of Workdays Allowed	95
No. of Workdays Used	133
No. of Added Workdays Requested	52

State Printing 27939

E—330 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 27, 19 60

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 95 days to 147 days, within which to complete our Contract No. 5710, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Because of the late date on which contract was awarded it was impossible to schedule our work so the oiling could be completed in this seasons work period. We ask for a time extension to allow us 30 days to complete the oiling and guard rail installation next spring and summer without penalty to us.

Respectfully submitted,

H McNUTT & SONS, INC.
Contractor

By Lyle J. Sampson
V. Pres

CONSENT OF SURETY

Date October 20, 19 61

We, UNITED PACIFIC INSURANCE COMPANY, a Washington corporation with (627 Board of Trade Building principal office in Tacoma, Washington Portland, Oregon), as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M. Kemp
Attorney-in-fact

Emma M. Kemp

(SEAL)

Johanna Stroyan
Resident Agent

Johanna Stroyan

RECEIVED
OCT 2 1961
FOR FILING
5710

October 2, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5710 for grading-oiling the Sumpter-McEwen Section of the Sumpter Valley Secondary Highway in Baker County was completed by the contractor, McNutt & Sons, Inc., on June 16, 1961, and was formally accepted by the Highway Commission on June 27, 1961.

Final payment in the amount of $8,863.40 will be released to the contractor on or after October 9, 1961. The total contract amount is $296,126.53, of which amount $521.37 represents force account items.

You have been previously notified that a claim has been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: McNutt & Sons, Inc.,
827 North Mill Street
Springfield
Oregon

RECEIVED
OCT 2 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

P 7(a)
5710

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 29, 1961

Mr. K. R. Nutting
Northwest Development Co.
P.O. Box 750
Salinas, California

File 30774, L-3484
Sumpter-McEwen Section
Sumpter Valley Highway
Northwest Development Co.

Dear Sir:

By Final Judgment under Case No. 2591, the defendants, Northwest Development Company, granted a temporary easement to the Oregon State Highway Commission for a stockpile site containing 1.36 acres outside the existing right of way. This area was described as Parcel 6 in the Final Judgment, and the expiration date of the easement is December 31, 1961.

We have been advised by our Division Office that this area will no longer be needed for stockpile site purposes, and the easement is to be allowed to expire under its own terms. The Maintenance Department has also concurred in this recommendation.

This is to notify you that the State will allow the easement to expire under its own terms.

Very truly yours,

L. I. LINDAS, Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS
ks

cc: P. M. Stephenson

I. A. DeFrance

A. F. Parson

Mr. J. E. Little
215 Maple Street
Auborn, California

Mr. Harold Banta
1950 Third Street
Baker, Oregon

NOTED
P. M. STEPHENSON

RECEIVED
OCT 30 1961
STATE HIGHWAY ENGINEER

RECEIVED
SEP 13 1961
FOR FILING
5710

State of Oregon
DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES
Baker Field Office
2033 First Street,
Baker, Oregon.

Sept. 15, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem,
Oregon

Dear Mr. Query:

This is to acknowledge receipt of your letter of Sept. 7 and the copy of Mr. Juve's letter concerning the cost of digging dredge tailings near Sumpter as per your contract #5710. Many thanks to you and Mr. Juve for this information and for the promptness of your replies.

I may be sticking my neck out a bit in my suggestion to Congressman Ullman as expressed in the enclosed letter, but the costs of carrying out this contemplated project represents a controlling factor which will have to be determined within sound bounds before much supplemental planning is warranted and I can think of no more highly qualified source of a preliminary, and impartial, cost estimate to suggest than you folks.

Thanking you again for the assistance already given me, I am,

Yours very truly,

N. S. Wagner
Geologist

NSW:tm
cc: Hollis Dole
Al Ullman

NOTED
FLOYD QUERY

RECEIVED
SEP 18 1961
OREGON
STATE HIGHWAY COMMISSION

COPY

Sept. 15, 1961

Honorable Al Ullman
323 House Office Building
Washington, D. C.

Dear Al:

This pertains to your interest concerning reclamation of dredge tailings in eastern Oregon.

My investigation of this subject has centered to date for the most part in the John Day-Mount Vernon area where a very appreciable amount of levelling has been accomplished during recent years for both commercial and agricultural purposes. All told I have interviewed many of the individuals responsible for this levelling and I have examined the results that have accrued in several instances.

As a consequence of this investigation I have made various observations which indicate quite strongly that the mere act of levelling to a crudely smooth, undulating surface will set the stage for a diversity of worthwhile benefits. Supplement this with some judicious tree seeding, and even greater benefits can be realized over the long mill in the instance of the Sumpter area as is evidenced by the substantial growth achieved by various commercial-type trees during recent years on similar tailings in the Granite area. In short, my attitude towards the subject has developed from a state of negativeness, or pessimism, at the start to one of enthusiastic support of the idea now.

The cost of doing the basic levelling will necessarily be great but from the data gleaned in the John Day-Mt. Vernon area it seems evident that this can be done at a cost per acre appreciably lower than is generally supposed. This factor, however, is one that can be resolved to within narrow limits of accuracy by the simple expedient of getting estimates from some experienced and responsible contractors, or even better yet by making some controlled tests. On this score it might prove especially rewarding to solicit the assistance of the Cost Estimate Division of the State Highway Department or the Bureau of Public Roads in order to obtain an authoritative and unbiased engineering appraisal.

My motive in writing you this letter at this time is to alert you to the broad aspects of the picture as I have come to see it with the thought that you might like to arrange your forthcoming "at-home" schedule so as to spend a couple days with us in the field on a first hand inspect-

COPY

lem of the situation. If so please give me some advance notice to the end that I can schedule an itinerary and set-up interview time with various of my John Day-Mount Vernon informants whose experiences and opinions I feel will be of interest to you.

Yours very truly,

N. S. Wagner
Geologist

NSW:tm
cc: Hollis Dole

P. S. By a "couple days" I mean specifically two. One in the John Day-Mt. Vernon area and one in the Sumpter-Granite areas but these two trips need not be on consecutive days.

NSW

RECEIVED
SEP 8 1961
FOR FILING
E-77(6)
5710

September 7, 1961

State of Oregon
Department of Geology & Mineral Industries
Baker Field Office
2033 First Street
Baker, Oregon

Attention: Mr. N. S. Wagner

Dear Mr. Wagner:

In response to your letter of August 30, I contacted the Cost Analyst Division as to data they might have regarding the cost of digging and handling dredge tailings, and particularly concerning Contract No. 5710.

Attached is a copy of Mr. Juve's letter of September 7 regarding the cost mentioned.

We hope that this information will be helpful to you. If we can be of further assistance, please do not hesitate to ask.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

Encl.

FORM E-30 80M 8-61 84907

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1961

SUBJECT: Digging of Dredge Tailings
Sumpter-McEwen Section
Contract No. 5710

To: Mr. Floyd Query
Secretary
State Highway Commission
B U I L D I N G

In reply to your letter of August 31, 1961, the actual cost of digging and hauling the dredge tailings on the subject project has not been determined as yet. However, under normal operation the cost would be approximately $0.30 per cubic yard.

On this project the contractor used a 2½ cubic yard shovel and two C-pulls for this operation and only a fraction of the capacity of the equipment was usable, since it was limited by the production of the crushing plant.

The cost of operating the three pieces of equipment amounts to $64.27 per hour and the capacity of the crushing plant was approximately 210 cubic yards per hour.

A total of 98,700 cubic yards of material was produced and, if the plant operated without shutdowns, the total cost of loading and hauling to the crusher would have been $29,610.00.

Maurice N. Juve
Chief Cost Analyst

MNJ:jw

cc Tom Edwards

Salem, Oregon
August 31, 1961

Mr. Maurice Juve
Cost Analyst
D e p a r t m e n t

Attached is a copy of a letter from the Department of Geology and Mineral Industries.

Can you provide the information they mention under Contract 5710? If so, please forward the information to me so that I can reply to their letter.

Secretary
OREGON STATE HIGHWAY COMMISSION

Attach.
FAQ:mg

State of Oregon
DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES
Baker Field Office
2033 First Street,
Baker, Oregon.

August 30, 1961

Mr. Floyd Query
Secretary Highway Commission
Salem
Oregon

Dear Mr. Query:

This department is embarking on a study of the problems pertaining to possible reclamation of certain areas of dredge tailings in the State and the project is one in which Congressman Ullman is interested in on a federal level.

My purpose in writing you on this score is that we wish to acquire some background data concerning the costs of digging and handling tailings of this nature. I am wondering, therefore, if you could furnish us with information from your Cost Analyist Division regarding the cost of digging prior to crushing of the dredge tailings utilized from the recently completed surfacing job on State Highway 220 near Sumpter, under contract No. 5710. This figure, if available, could be of appreciable help to us inasmuch as the digging involved in the leveling of a measurable acreage of tailings.

Yours very truly,

N. S. Wagner

NSW:tm
cc: Hollis Dole

RECEIVED
AUG 31 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 7 1961
FOR FILING

S-99(6)

5710

September 6, 1961

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Wn.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to McNutt & Sons, Inc., on Contract #5710 for grading and oiling the Sumpter-McEwen Section of the Sumpter Valley Secondary Highway in Baker County.

This payment, in the amount of $1,643.66, will be released to contractor on or after September 13, 1961. The retained percentage is $8,868.30.

You have been previously notified that a claim has been filed against this contract.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
McNutt & Sons, Inc.
827 N. Mill Street
Springfield, Oregon

fp

NOTED ON CARD

RECEIVED
AUG 17 1961
FOR PUBLIC

COMMISSIONERS
M. W. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5710

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Sumpter-McEwen Section
Contract No. 5710

Dear Sir:

Assistant Division Engineer Coulter has informed us through channels that Mr. Lowell Jensen, Area Engineer for the Bureau of Public Roads, has requested a memorandum confirming the reduction in depth of base rock surfacing through a portion of the subject section. We submit it as follows:

The base surfacing course on this section was reduced in depth according to the following list:

Station to Station	Planned Depth	Constructed Depth
252+10 - 414+00	15"	15"
414+00 - 603+50	15"	12" - 13½"
603+50 - 623+00	6"	6"
623+00 - 633+11.83	15"	12" - 13½"

A combination of several events led to this action:

1. Part of the rock crushed was stockpiled. This was an operational necessity, since rock could not be placed on frozen or snow-covered ground.

2. The contractor produced gross bid quantities plus about 2,000 tons extra and moved his plant to another location.

3. The base was extremely well-compacted. Tests results indicate that the relative compaction was about 100 per cent instead of the design figure of 95 per cent used.

4. The material had a natural moisture content of about 4.5 per cent.

5. The combination of the above items resulted in a shortage of about 4,000 tons to obtain the specified depth.

6. Our soils section has re-evaluated their original design and state that this small reduction in depth will have no adverse effect on the finished product.

7. The standard weighing procedures were used throughout the operation.

Very truly yours,

W. C. Williams
State Highway Engineer

By
Tom Edwards
Construction Engineer

FBK:jw

cc Forrest Cooper
A. F. Parson
G. W. Harra
G. L. Decker

RECEIVED
JUL 23 1961
FOR FILING

S-97(6)

5710

July 27, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to McNutt & Sons, Inc., a portion of the funds heretofore retained by the Commission on contract #5710 for grading-oiling the Sumpter-McEwen Section of the Sumpter Valley Secondary Highway in Baker County.

This payment, in the amount of $72,228.00, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,817.47. The present payment will be released on or after August 3, 1961.

You have been previously notified that a claim has been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: McNutt & Sons, Inc.,
827 North Mill Street
Springfield
Oregon

RECEIVED
JUL 25 1961
FOR FILING

5-970
5710

J Cook

July 21, 1961

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

We have received notification from the Secretary of State, dated July 21, 1961, that the claim of Basche-Sage Hardware Company, Baker, in the amount of $2,281.97 against McNutt & Sons on our Contract No. 5710, has now been filed in his office, his file No. 3835.

A description of the claim was outlined in our letter to you of July 20.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

NOTED ON CARD

RECEIVED
JUL 20 1961
FOR FILING

S-9710(1)

5710

July 20, 1961

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.

Attention: Mr. W. T. Atkins

Gentlemen:

We have received a claim letter, dated July 13, 1961, from Basche-Sage Hardware Company, Baker, stating that McNutt & Sons, Inc., owe them $2,281.97 for materials and supplies.

This appears to be in connection with State Highway Contract No. 5710 with McNutt & Sons, Inc., for grading and oiling the Sumpter-McEwen Section of the Sumpter Valley Secondary Highway in Baker County.

The claim letter has been forwarded to the Secretary of State for filing.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

McNutt & Sons, Inc.
827 N. Mill Street
Springfield, Oregon

NOTED ON CARD

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper
fp

RECEIVED
JUL 20 1961
FOR FILING
S-9.7(6)
5710

July 20, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated July 13, 1961, from Basche-Sage Hardware Company, Baker, stating that McNutt & Sons owe them $2,281.97 for materials and supplies.

This appears to be in connection with State Highway Contract No. 5710 with McNutt & Sons, Inc., for grading and oiling the Sumpter-McEwen Section of the Sumpter Valley Secondary Highway in Baker County.

This contract was completed June 16, 1961, and accepted by the Highway Commission June 27, 1961. The United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. 5th Ave., Portland, 1, furnished the performance bond.

Please acknowledge receipt of this claim letter on the attached copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

fp

NOTED ON CARD

FORM E-123-X 500M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 20, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is a claim letter, dated July 13, 1961, from Basche-Sage Hardware Company, Baker, stating that McNutt & Sons owe them $2,281.97 for materials and supplies.

This appears to be in connection with State Highway Contract No. 5710 with McNutt & Sons, Inc., for grading and oiling the Sumpter-McEwen Section of the Sumpter Valley Secondary Highway in Baker County.

This contract was completed June 16, 1961, and accepted by the Highway Commission June 27, 1961. The United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. 5th Ave., Portland, 1, furnished the performance bond.

Please acknowledge receipt of this claim letter on the attached copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

File # 3835

FILED
JUL 21 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
JUL 20 1961
FOR FILING

5-1771
5710

July 20, 1961

Basche-Sage Hardware Company
P. O. Box 151
Baker, Oregon

Attention: Mr. R. J. Sheehy
Credit Manager

Gentlemen:

Mr. R. R. Cameron, our Resident Engineer in Baker, has forwarded to us your claim letter, dated July 13, 1961, stating that McNutt & Sons owe you $2,281.97 for materials and supplies furnished on the State Highway job at Sumpter. This appears to be in connection with State Highway Contract No. 5710 with McNutt & Sons for grading and oiling the Sumpter-McEwen Section of the Sumpter Valley Secondary Highway in Baker County.

This contract was completed June 16, 1961, and accepted by the State Highway Commission June 27, 1961. The United Pacific Insurance Company through Mansfield & Co., 1975 S. W. 5th Ave., Portland 1, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC:
Mr. A. F. Parson - La Grande
Mr. R. R. Cameron - Baker

NOTED ON CARD

FORM S-80 5M 3-61 24987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 17, 1961

SUBJECT: Claim by Basche-Sage Hardware Co.
Sumpter-McEwen Section
Contract No. 5710

To:

Mr. Floyd Query
Secretary
Salem

Herewith, claim from Basche-Sage Hardware Company on McNutts and Sons contract on subject project, along with Mr. Cameron's letter of transmittal.

A. F. Parson
Division Engineer

AFP:gb

Cec, please handle
76

NOTED
FLOYD QUERY

REFERRED TO
By Ass't. Construction Engineer

CONSTRUCTION DIVISION
RECEIVED
JUL 18 1961
NOTED-- CE ACE ACE COE

FORM H-90 SOH 3-61 54897

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
July 14, 1961

NOTED
C. D. CANNON

SUBJECT: Sumpter-McEwen Section
Contract No. 5710

To:

A.F. Parson
Division Engineer

La Grande

Herewith is a letter from the Basche-Sage Hardware Co. of Baker, in which they present a claim for a bill of $2,281.97 Against the Bonding Company of for McNutt & Sons. The claim is for materials and supplies furnished while McNutt & Sons were working on the Sumpter-McEwen Section, Contract No. 5710, which has now been completed.

Would you please forward the letter to the proper authorities so that the claim may be processed.

R.R.Cameron
Resident Engineer

RECEIVED
JUL 1 1961
DIVISION OFFICE
LA GRANDE

ESTABLISHED IN 1875

BASCHE-SAGE Hardware Company

POST OFFICE BOX 151 - PHONE JA 3-3636 - BAKER OREGON

July 13, 1961

Oregon State Highway Department
2695 Church
Baker, Oregon

Contract #5710

Attention: R.R. Cameron

Gentlemen:

At this time we would like to file claim against the Bonding Company for McNutt & Sons bill which at the present time totals $2,281.97. This bill was incurred for materials and supplies furnished to McNutt & Sons while they were working on the State Highway Job at Sumpter, Oregon

Please advise if you need any further information.

Very truly yours,

BASCHE SAGE HARDWARE CO.

R. J. Sheehy

R. J. Sheehy

Credit Manager

/em

RECEIVED
JUL 18 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 20 1961
FOR FILE
5710

June 19, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 16, 1961, on Contract No. 5710, Sumpter-McEwan Section, in Baker County, in connection with Federal Aid Project No. S-97(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence C. Swenson

Form E-1—(Rev.)—.

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 17, 19 61

Section Sumpter-Mc Ewen

Kind of work Grading and Oiling

Highway Sumpter Valley County Baker

Section prefix 101-1041

Contractor Mc Nutt and Sons, Inc.

Contract number 5710

Date of contract June 2, 19 60

Specified work days 95

Date work started June 6, 19 60

Work days used 133

Project authorization $323,991.56
Exclusive of engineering $300,952.16

Per cent of time elapsed 140 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 299,565.00

Estimated per cent overrun or underrun . . . . . 0.5 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $23,039.40

Engineering cost to date $24,500.00, 106.3 %

Date project was completed June 16, 19 61

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor finished Oil Mat Tuesday of this week, and finished placing Guard Rail and Sight Posts Friday this week.

Mr. A. F. Parson and Mr. H. S. Coulter in office and over project Friday.

Mr. H. S. Coulter in office Thursday .

FINAL REPORT THIS PROJECT

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JUN 19 1961
NOTED-- CE ACE COE

NOTED
C. E. PAULSEN

Signed R. R. Cameron

Address 2695 Church Street, Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.86	7.23		7.23	
Miles partially completed	6.86	7.23		7.23	
Miles completed	6.86	7.23		7.23	
Total estimated quantities (contract)	149,000	126,800		548	
Total quantities corrected to date	129,500	128,218		544	
Estimated quantities moved or placed to date	129,500	128,218		544	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				13	

Men 12

Supervision 1

Men and trucks under 3 tons

Men and trucks over 3 tons 4

Men and tractors

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ..... End Loader 1 Distributor 2 Chip Spreader 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair all week		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 15 1961
FOR FILING
S-97(6)
5710

Salem, Oregon
June 15, 1961

Mr. Tom Edwards

I attach hereto a copy of the billing from the City of Sumpter for their costs in revising city water mains in connection with our Sumpter-Baldwin project. In our agreement with the City of Sumpter, we are obligated to reimburse them for any costs involved in the revision of their water mains.

Will you please have the billing checked and approved by your field forces.

C. S. Paxson
Assistant State Highway Engineer

Attach.

CSP:ae

cc to: Mr. A. F. Parson

CITY OF SUMPTER
SUMPTER, OREGON

June 10, 1961

Mr. W. C. Williams

State Highway Dept.
Salem. Oregon

Dear sir;

The following is the cost to the City of Sumpter for Materials and Labor on the Sumpter-McEwen Highway Project, for digging and covering the Cities Water Valves in the Street.

117-man labor hours @ $2.50 per-------	$292.50
Materials and Welding----------	48.00
Total	$340.50

Sincerely

Sedonia M. Wire, Treas.
City of Sumpter
Sumpter, Oregon

RECEIVED
JUN 13 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 12 1961
COMMISSIONERS
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

E 97 (6)

5710

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 5, 1961

Letter rec'd. 5-12-61
marked "Unknown"

Mr. O. R. Smith
Baker
Oregon

Dear Mr. Smith:

Reference is made to your undated letter concerning the furnishing of crushed rock by the contractor on the Sumpter-McEwen Section of the Sumpter Valley Highway to Mr. Dan Warnock. I wish to advise that we have investigated into the matter and find as follows:

The contractor dealt with Mr. Warnock to obtain gravel for crushing from Mr. Warnock's land. He made his own private arrangements for this land. The crushing of the gravel and hauling to the Warnock farm was a part of this arrangement. No material was hauled from the State's pit to Mr. Warnock, nor was any of the rock that was crushed and delivered to Mr. Warnock's place paid for by the Highway Department.

I understand there is some contention at present between other owners and the contractor as to whose land he did take the gravel from. This is strictly between the contractor and the private parties involved.

Very truly yours,

W. C. Williams
State Highway Engineer

RECEIVED
MAY 8 1961
FOR FILING
S-97(6)
5710

May 5, 1961

Mr. O. R. Smith
Baker
Oregon

Dear Mr. Smith:

Reference is made to your undated letter concerning the furnishing of crushed rock by the contractor on the Sumpter-McEwen Section of the Sumpter Valley Highway to Mr. Dan Warnock. I wish to advise that we have investigated into the matter and find as follows:

The contractor dealt with Mr. Warnock to obtain gravel for crushing from Mr. Warnock's land. He made his own private arrangements for this land. The crushing of the gravel and hauling to the Warnock farm was a part of this arrangement. No material was hauled from the State's pit to Mr. Warnock, nor was any of the rock that was crushed and delivered to Mr. Warnock's place paid for by the Highway Department.

I understand there is some contention at present between other owners and the contractor as to whose land he did take the gravel from. This is strictly between the contractor and the private parties involved.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. F. Parsons
LHY:fp ms

RECEIVED
MAY 2 1961
FOR FILING
4-97(6)
5710

Salem, Oregon
April 26, 1961

Sumpter-McEwen Section
Sumpter Valley Highway

Mr. Tom Edwards
Construction Engineer
BUILDING

Attached is a copy of a letter from O. R. Smith alleging that we have been doing some free work for a Mr. Dan Warnock, Sr.

Will you please give me a report on this matter.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.

RECEIVED
APR 24 1961
FOR FILING
S-97(6)
5710

April 21, 1961

Mr. O. R. Smith
Baker, Oregon

Dear Mr. Smith:

This is to acknowledge receipt of your letter, addressed to Mr. M. K. McIver, in which you make inquiry as to the hauling of rock without charge to the Dan Warnock Sr. Ranch in Sumpter Valley in connection with the Sumpter-McEwen Highway Project.

Your letter is being referred to the State Highway Engineer for investigation. When the facts have been determined you will be advised.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: W. C. Williams

Oregon State Highway Commission,
Salem, Oregon.
Dear Sirs:

In regard to the Sumpter-McEwen Highway project in Baker County: is it true that the considerable amount of crushed rock from above project hauled in construction conveyances approximately 4 miles in 1960 to the Dan Warnock Sr. ranch in Sumpter Valley for maintenance of his private road and yards was free of charge to him? Understand he does not own land on road or gravel pit.

Yours truly,
O R Smith

ow State Highway Commission,
n, Oregon.
r Sirs:

regard to the Sumpter-McEwen Highway project
aker County: is it true that the considerable amount
sked rock from above project hauled in construction
ances approximately 4 miles in 1960 to the
Warnock St. ranch in Sumpter Valley for maintenance
private road and yards was free of charge to him?
rstand he does not own land on road or gravel pit site.

Yours truly,
O R Smith

RECEIVED
FEB 20 1961
FOR FILING

COMMISSIONERS
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
FLOYD QUERY, SECRETARY
SALEM

2-97(6)
5710

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 17, 1961

California Pacific Utilities Co.
Mr. R. Gray
District Manager
Baker, Oregon

Gentlemen:

Reimbursement for the relocation of your facilities on the Baker-Pleasant Valley Section of the Old Oregon Trail Highway, in the amount of $8,644.16, was made in November 1960. Your district office in Baker, Oregon, was advised by our letter of October 19, 1960, that we would be unable to receive federal participation on the costs of contract labor ($7,029.18) included in your billing as you failed to comply with federal regulations. These regulations were pointed out to you in prior correspondence.

We have now received your invoice in the amount of $2,522.34 for relocating your distribution lines on the Sumpter-Malheur Section of the Sumpter Valley Highway. Included in this invoice are charges of $1,790.76 for contract labor. Your attention was again directed to the regulations regarding contract labor in our exchange of correspondence authorizing you to proceed with the relocation.

We will be unable to process this invoice for payment until we receive some explanation for your continuous disregard of the regulations controlling contract labor, and copies of paid invoices covering these costs. We would also like an explanation of the factors which resulted in a cost of $2,522.34 for a relocation on which you had estimated the cost to be $954.71.

Very truly yours,

W. C. Williams
State Highway Engineer

By:
C. E. Maisen
Auditor

CEMiths
cc: Forrest Cooper
Tom Edwards
E. E. Kime, Vice President
California-Pacific Utilities
A. F. Barnes

RECEIVED
FEB 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
FORREST COOPER

RECEIVED
NOV 21 1961
FOR FILING
4710

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1961

SUBJECT: State of Oregon vs.
J. E. Little, et al.
L-3484 R-30774
Sumpter-McEwen Section
Sumpter Valley Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer

Office

I forward you herewith a copy of a report made to me by Richard C. Bemis relative to the above mattrr. As you can see from his report the defendants in this case are contesting the necessity of our taking with respect to the greater portion of Parcel No. 2, which we were acquiring for roadbuilding materials, etc.

Prior to the filing of their answer denying necessity, they took the deposition of our Division and Resident Engineers, both of whom stated we had no further use for that portion of Parcel No. 2 that remains. We apparently had used about 5 acres.

It would appear, since we have no further use for this property, that it would be in the interest of the State to dismiss as to the portion unused rather than contest the legality of our necessity for the whole amount which totals some 39. acres.

After you have had a chance to look into this, and have advised me as to your feeling, I will take whatever action is indicated.

L. I. LINDAS
Chief Counsel

LIL:hg
Enclosure

To Young
2/17/61
He will report
BC

RECEIVED
FEB 15 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1960
FOR FILING
I-92(6)
5710

12-21-60

1893

Mrs. Brooks Hawley
Sumpter Stage
Baker, Oregon

Dear Mrs. Hawley:

I have had the matters set forth in your letter of November 25 investigated in the field. I have been advised that the level grassy entrance to which you refer was impossible to maintain because of the difference between the elevation of your front yard and the grade of the new road; however, I am further advised that this area was excavated on a gentle slope and has now been covered with gravel and is quite suitable to drive and park on.

The two approaches mentioned in your letter were deemed unsatisfactory and were replaced by constructing two additional approaches which have been completed except for the installation of gates which will be completed in the near future.

We realize that the construction of a highway invariably causes inconvenience and disruption to local residents; however, we try to hold this to some reasonable minimum consistent with the prosecution of the work. When the new road is completed, I am sure that you will enjoy the improved, dust-free surface.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Forrest Cooper
Tom Edwards
L. I. Lindas
A. F. Parson
LHY:fp
FC:fn ms

BROOKS HAWLEY

TYYNE HAWLEY

Hawley Ranch

Sumpter Valley

ADDRESS:
SUMPTER STAGE
BAKER, OREGON

Nov 25, -60.

W C Williams
State Hiway Eng.
Salem. Oregon.

cont. No. 5710

Dear. Sir

In regards. to the new. Sumpter Valley Hiway which is being built past our house, I think we have a legitimate complaint which is, before the State started their grading for the new Highway we had a very level grassed entrance to our front gate that we could drive our car on or any ones car. The Contracter or crew gauged all the level ground for no good reason. & now its on the slope greasy as a pig and we cant or anyone else can't drive on the ground, We asked them why they took the dirt out one guy replied we needed the dirt. this seemed like a very feeble excuse. Mr. Larry Stratton promised he would see that it was. leveled off. Well travel. Nothing's been done for months. We asked Mr Cameron the Engr. for Mc Nutt, & he said Mr. Stratton had no business to promise. So my husbands talked to the New. Local. engineer Mr. Cameron. & he promises each time but nothing's been done. They are getting about the end of their work all they can do for this stretch because of bad weather, so we are afraid they will just pull out & leave it in a Condition that will not suit us. If you could see, it would be believing more than I can put down on paper.

For Months. We haven't been able to drive with a jeep or any machinery into 2 of our

fields, they made the fences, put the gates up and
fifteen started grading. They have from 6 to 8 feet
banks to clear up to the gate. This they say is
too high banks to make clearances which we agree.
And in regards to our law suit with the State Road
you have postponed it till March first it was Sept. then
Dec & now March.
It seems to us there are too many bosses
One passes the buck to the another.

Yours Sincerely
Mrs B Hawley

RECEIVED
NOV 28 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 21 1960
FOR FILING
S-97(6)
5710

December 20, 1960

Mr. C. A. Rolf
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 276, covering pavement signing on the Sumpter-Haines Section of the Sumpter Valley Highway in Baker County, Contract No. 5710, in connection with Federal Aid Project No. S-97(6).

This work is necessary for the direction and guidance of traffic. The contractor is not properly equipped to do this work. The State has regular sign crews available to do the work most economically. The amount is too small to let to separate contract. Material used in sign manufacture are purchased on the open market through competitive bids.

The total estimated amount of the order is $533.00 with Federal participation of $319.00.

Your approval of this order under the provisions of PPM 21-6.3 on actual cost basis is requested. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

H. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

FORM E-123-X 7SM 1-60

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 20, 1960

NOTED
W. C. WILLIAMS

REFERRED 12/20/60
TO Williams
LEONARD I. LINDAS

Honorable Lloyd Rea
County Judge, Baker County
Baker, Oregon

File No. 30774 - L-3484
Sumpter-McEwen Section
Sumpter Valley Highway
State vs. J. E. Little, et al
Case No. 2591

Dear Judge Rea:

Your letter to W. C. Williams, State Highway Engineer, was referred to me as it pertains to the pending condemnation suit against the Northwest Development Company.

Baker County was named as a defendant in the first filing of the suit in June of this year because of the indefiniteness of the descriptions on certain tax foreclosures, and the manner the company used to redeem portions. After four months the title company in Baker County was not able to give us a complete report on this property to meet our filing date of June 1, 1960. At their suggestion, and after one of our attorneys had spent several days in the county searching records, it was decided to file the complaint designating Baker County as a defendant due to a possible cloud it might have upon the title.

Recently we did receive a complete report from the title company indicating that Baker County has no interest in the property we are taking for highway construction. We, therefore, can dismiss as to the county and will proceed no further against it.

We appreciate your concern, and assure you that if the county had had an actual interest in the property, proper channels of negotiation would have been used.

Very truly yours,

L. I. LINDAS
Chief Counsel

JRK:
LIL:bh

RECEIVED
DEC 5 - 1960
FOR

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUENTIN, SECRETARY
SALEM
5710

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 30, 1960

Mr. Lyle J. Jacobson
Vice President and General Manager
McNutt & Sons, Inc.
827 North Mill Street
Springfield, Oregon

Dear Mr. Jacobson:

Receipt is acknowledged of your recent request for an extension of time in which to complete the Sumpter-Malheur Section of the Sumpter Valley Highway, Contract No. 5710, without the assessment of liquidated damages.

This request can only be analyzed on the basis of the failure of the State to submit the contract and bond to the contractor for execution within twenty (20) days of the date of receiving bids. Even in such a case, extra work days can only be granted to the extent that said cause actually increase the number of workdays required for completion of the work.

In as much as the project has not been completed, we can not as yet determine on a logical basis the amount of extra time, if any, to which you will be entitled.

We are therefore holding your request in this office and will complete our analysis and recommend specific action to the Commission after you have completed the job.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
A. F. Parson
R. R. Cameron

RECEIVED
DEC 30
STATE OF OREGON
ENGINEER

RECEIVED
JUL 12 1960
FOR FILING

S 97(6)
5710

July 11, 1960

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 6, 1960, on Contract No. 5710, Sumpter-McEwan Section, in Baker County, in connection with Federal Aid Project No. S-97(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

FORM S-129

RECEIVED
JUL - 8 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

L 97(6)

5710

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1960

McNutt & Sons, Inc.,
827 North Mill Street
Springfield
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5710, awarded June 2, 1960, for grading-oiling the Sumpter-McEwen Section of the Sumpter Valley Secondary Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
JUN • 7 1960
FOR FILING
MARK O. HATFIELD
GOVERNOR

S 97(6)

5710

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

June 2, 1960

Mr. Brooks Hawley
Hawley Ranch
Sumpter Stage
Baker, Oregon

Dear Mr. Haley:

Reference is made to your letter of May 19th regarding the location of the Sumpter-Valley Highway.

When funds were made available for additional improvements on the Sumpter end of this road, an investigation was made of improving the existing road or of shifting the location slightly to the south as you have suggested. The studies determined that improvement of the existing road would result in a substantial saving, that the improvement would be based on sound engineering principles, and that it would amply provide for the traffic. Following the hearing held on this subject, the Commission adopted the route which follows the existing highway and the bids have been received and the contract will be awarded in the immediate future for construction of the road.

We have confidence in the engineers of the Highway Department and of their technical ability. They have reviewed this matter thoroughly and since it is their opinion that the engineering facts justify the decision they have made, I concur in their decision.

Sincerely yours,

Governor

MOH S

bc Mr. Forrest Cooper

COPY

RECEIVED
JUN 6 1960
STATE HIGHWAY COMMISSION

BROOKS HAWLEY

HYTHE HAWLEY

Hawley Ranch

Sumpter Valley

ADDRESS
SUMPTER STAGE
BAKER, OREGON

May 19, 1960

Mr. Mark Hatfield,
Governor of Oregon,
Salem, Oregon.

Dear Sir:

The section of secondary state highway through our ranch, which has been a gravelled road until now, is to be rebuilt and oiled on a contract which has already been let for about 7 miles at $277,000 from McEwen to Sumpter.

We are grateful to get some attention on our road, but we feel this is quite an unusual situation and that it would be an advantage all around for this section of road to be relocated to the dredge tailings that skirt this area. For over a year letters have been written to the State Highway Department, especially Mr. Forrest Cooper, on this subject, which have been cordially answered until lately. On March 11th I was to Salem to a hearing of the Highway Commission. I have not aroused any interest there. In recent months I have pleaded for the department to send someone out to go over the ground with me. They are not interested in that either and say it is now too late to do anything. They are just not interested, period, although they say they have looked into the matter, and don't consider I need to tell them where to make the road.

Meanwhile, construction may not start for a week or two, partly because the acquisition of right of way is not completed. This involves touching our land for almost half the length of the project and goes through our land solid for over 2 miles. It follows the present road but demands a 100 foot right of way instead of the present 60 foot width, which we consider to be more than necessary. We have not come to any agreement, and do not like their settlement price.

This may be a typical farmer's lament when enlarge road building goes through his land, but I can assure you the situation, the lay of the ground, is quite unusual. This involves dredge tailings, and that is quite unusual.

Maybe you have complete confidence in the workings of the State Highway Department and don't care to look into this, but I am very fixed in my opinion that this road could be built cheaper, straighter and better in the dredge tailings.

Sincerely yours,

RECEIVED
JUN - 1 1960
FOR FILING
S 97(6)
3710

May 27, 1960

1356

Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon

Dear Governor Hatfield:

In reply to your request attached to a letter from Mr. Brooks Hadley, I give you the following information in connection with his complaint re the location of the Sumpter-Valley Highway.

This highway which serves a somewhat remote region easterly of the town of Baker was taken into the highway system as a secondary road many years ago. In common with many such roads, it was unimproved for its entire length. As funds became available, the Highway Commission has attempted to modernize the road by constructing to an oil surface units of such lengths as it was possible to finance. There is a complicating factor in that the Bureau of Reclamation has for some years planned a sbarage dam (Mason Dam) at a point about midway between Sumpter and the Baker-Unity Highway. Improvements have proceeded westerly from the Baker-Unity Highway to a point where the location would be affected by the dam. In order that the Bureau of Reclamation would be given as much time as possible to determine if funds could be had to build Mason Dam, the Highway Commission decided to improve the easterly or Sumpter end of the road which portion would be above the flow line of the dam if constructed. The road is a low traffic volume, land-service type facility.

Our discussion on this matter with the Hadleys started with a letter from Mrs. Brooks Hadley received on September 22, 1952, in which letter she made a plea for improvement of the road. This letter was answered and we received another letter from Mrs. Hadley dated October 5, 1952, reiterating her request for improvement. Our answer to Mrs. Hadley brought another letter dated October 28, 1952, on

the matter of improvement. The next letter from the Hendleys was dated December 22, 1952, and was signed by Brooks Hendley. The file contains a letter dated March 23, 1953, from Brooks Hendley re improvement of the road. Another letter from Mr. Hendley is dated April 16, 1953. Other letters have been received from residents from the area all requesting improvement of the road which improvements have been progressing by short sections as funds were available.

When funds were made available for additional improvements on the Sumpter end of the road, an investigation was made of improving the existing road or of shifting the location slightly to the south as suggested by Mr. Hendley. Our studies indicated a substantial saving in construction costs by improving the present route and a further advantage was the fact that only one road would have to be left open and maintained through the area. The route suggested by Mr. Hendley lies some half mile from the existing route and would have brought up problems of access for the lands involved and it was determined that the old road would have to be kept open. Mr. Hendley disagrees with our thinking and our file contains letters bearing the following dates re this matter: July 5, 1959; July 16, 1959; January 27, 1960; February 25, 1960; March 23, 1960; April 2, 1960; May 9, 1960, and May 20, 1960. In addition, Mr. Hendley's attorney has written us under dates of April 1, 1960, and April 25, 1960. All of Mr. Hendley's letters have been answered.

This matter was carefully studied and it was determined that improvement of the existing road would result in a substantial saving, that the improvement would be based on sound engineering principles, and that it would amply provide for the traffic. After holding a public hearing, the Commission adopted the route which follows the existing highway. Mr. Hendley appeared at the hearing and also later appeared before the Highway Commission prior to the adoption of the route. After considering all factors, the Commission ordered us to proceed. Bids have been received and the contract will be awarded in the immediate future for construction of the road.

I believe that Mr. Hendley is motivated by unselfish considerations in his desire to have the road moved; however, as stated above, the matter has been carefully gone into and there appears to be no reason to change.

At the moment, our attorneys are negotiating with Mr. Hanley's attorney and they tell me they believe that a settlement may be worked out.

It is unfortunate that matters of this kind become controversial. I believe that I have given you the information that you need re the background of this problem; however, I shall be glad to furnish anything additional that you might want.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. L. I. Lindas

FORM E-123-X 50M 6-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 25, 1960

Banta, Silven, Horton & Young
Attorneys at Law
1950 Third Street
Baker, Oregon

Attention: Mr. David C. Silven

Re: Sumpter-McEwan Section
Sumpter Valley Highway

Gentlemen:

We are in receipt of letters dated May 9 and 20, 1960 from your client, Mr. Brooks Hawley, who has seized upon the opportunity, presented by the delay in commencing construction of the Sumpter-McEwan Section of the Sumpter Valley Highway, to renew his plea that the highway be relocated across certain mining dredge tailings.

A review of our files discloses that Mr. Hawley first urged that the highway be relocated through the dredge tailings in a letter, addressed to the State Highway Engineer on July 7, 1959. Shortly thereafter, on July 30, 1959, an "on-the-spot" investigation of the suggested route was made by Mr. J. E. Morelock, Assistant Chief Locating Engineer, and Mr. A. F. Parson, Division Engineer, who concluded that relocation of the highway through the dredge tailings would entail an added expense with no appreciable benefits. A public hearing was held in Sumpter, on February 24, 1960, at which Mr. Hawley was given the opportunity to air his views, and on March 11, 1960, he appeared before the State Highway Commission to present his proposal. It was only after such thorough investigation and careful consideration that the final decision was made not to relocate the highway across the dredge tailings, as proposed by Mr. Hawley, but to improve the existing facility.

Nevertheless, Mr. Hawley is still not convinced of the propriety of the decision and continues to question this exercise by the Highway Commission of its discretionary powers. As you know the Legislature has charged the Highway Commission with, "...general supervision and control over all matters pertaining to the selection, establishment, location, construction, improvement, maintenance, operation and administration of state highways..." ORS 366.205(2). In the administration of the state highway system, the State Highway Commission exercises its broad powers with the aid of a staff of

highly skilled and expert personnel, each of whom has a background of considerable training and experience. With all due respect for Mr. Hawley's opinion, I am sure that you will agree that the practice of the Highway Commission, in basing its decisions upon the carefully-considered recommendations of its staff of experts and specialists, may hardly be considered a questionable exercise of the Commission's broad discretionary powers.

Mr. Hawley is, of course, free to question the judgment of the Highway Commission, its officials and engineers; however, due to the consideration and study that has been given to this project, including your client's suggestions, as to how it should be carried out, I feel there is nothing further we can do but consider that the matter has been determined and at this time is no longer subject to change.

In view of your prior representation of Mr. Hawley in this matter we are acknowledging his latest letters through your office with a copy directly to Mr. Hawley.

Very truly yours,

G. E. ROHDE
Assistant Counsel

TEB:ab:hg
CC: Mr. Forrest Cooper
Mr. W. T. Wright

BROOKS HAWLEY

TYYNE HAWLEY

Hawley Ranch

Sumpter Valley

ADDRESS:
SUMPTER STAGE
BAKER, OREGON

May 20, 1960

Mr. Forrest Cooper,
Deputy State Highway Engineer,
Salem, Oregon.

Dear Mr. Cooper:

As work has not yet started on the Sumpter highway project, here is one more letter. Perhaps the Highway Department thinks there is something suspicious about my claims that our personal interests and the publics are identical that the new highway should be on the dredge tailings. There is a very easy reason that the last dredging along here in 1940 to 1945 involved these two particular farms, Howard's and us, so that the dredge automatically layed out a road-bed handy for you to use.

You say the dredge tailings have been investigated, so no doubt the abandoned railroad right of way was considered. I have said before that there is this second route to consider, the 1940 dredging that made two sweeps, up and back, so that these continuous ridges in the same direction the road would go does not require cross sloughs to be filled as on the old railroad right of way.

Because this last dredging fitted in with these two farms, when I say put the road on the dredge tailings, I am referring to about three miles of it along here where we live. I am not saying that the road should be on the dredge tailings all the way to Sumpter for the pattern of the tailings there does not fit in so neatly. You could start work on the Sumpter end and shift this end to the dredge tailings without any delay in the road work.

Sincerely yours,

Brooks Hawley

Rohde
Please hand
Cooper

RECEIVED
MAY 24 1960
OFFICE OF
STATE HIGHWAY ENGINEER

One Month Delay Due in Sumpter Highway Project

Baker Record-Courier May 5, 1960

Right-of-Way Work To Take Several Weeks Longer

A one-month delay in the start of construction on the McEwen-Sumpter section of the Baker-Sumpter highway was reported in Baker today.

The delay was indicated here as being due to a need for further time to settle right-of-way problems and land title investigations in an area where mining property and small tracts and lots has left many titles rather involved.

The low bid on the project was submitted by McNutt Bros., of Springfield at $277,212 for the 7.23 miles of reconstruction and paving.

McNutt moved in one piece of equipment, a "cat", but was stopped from further proceeding on the work. It was indicated the delay may be as long as a month.

The call for bids on the job anticipated some of the delay and was said to have carried a 45-day award clause.

Other Work Progressing

Progress by Contractor Braden Const. Co., on the Anthony lake highway is good despite wet weather. Plans are to complete the project, except for application of rock and oiling within about a one and one-half months period. By the weekend the irrigation pipes and crossing will be all in, the highway resident engineer on the project indicated.

Three box culverts have yet to be completed. Paving will follow possibly among the earlier jobs of the season.

Copy please

TYYNE HAWLEY

Hawley Ranch
Sumpter Valley

May 9, 1960

rrest Cooper,
State Highway Engineer,
Oregon.

r. Cooper:

he enclosed item from the Baker Record-Courier stating here will be a month delay in starting the Sumpter y project suggests that I again put in a plea for e to give me a half day of their time to go over these tailings with me.

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About when I give up in despair on this, somebody comes along and even before I open my own mouth they say, "Why don't they make the new road on the dredge tailings?" Old dredge workers, loggers, cat drivers, construction men, and road workers who know what they are talking about are the ones who say this.

Send somebody out to find out what I am yapping about.

Sincerely yours,

Brooks Hawley

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MAY 10 1960

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BROOKS HAWLEY

TYYNE HAWLEY

Hawley Ranch

Sumpter Valley

ADDRESS:
SUMPTER STAGE
BAKER, OREGON

May 9, 1960

Mr. Forrest Cooper,
Deputy State Highway Engineer,
Salem, Oregon.

Dear Mr. Cooper:

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Sincerely yours,

Brooks Hawley

RECEIVED
MAY 10 1960
STATE HIGHWAY COMMISSION

Mr Hawley - We have an att
Cooper
Lindas: Please answer for me.
Copy to file.

Sumpter Valley.
These pictures taken the same day, about April 1st 1960 indicate that the county road in the dredge tailings is a better road during spring break-up, or any time for that matter, than the state highway through Sumpter valley.

I am not claiming you can't make a good road over this soft bottom, but you can make a better road for less money in the dredge tailings.

I am betting that if you give the contractor the choice he would prefer to make the road in the tailings, and there does not need to be a lot of surveying to hold it up.

Why haul dredge gravel to make a base in the road when the road can be made straighter and shorter in the dredge tailings where the solid base is already in place?

Brooks Hawley
Sumpter Stage
Baker, Oregon

County road in dredge tailings

← The same bog hole on State Highway No 220 ←

About a quarter mile east of the rebuilding project.

FORM E-123-X 75M

RECEIVED
MAY - 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUARRY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 3, 1960

NOTED
W. C. WILLIAMS

Banta, Silven, Horton & Young
Attorneys at Law
1950 Third Street
Baker, Oregon

Attention: Mr. David C. Silven

Re: Sumpter-McEwan Section
Sumpter Valley Highway

Gentlemen:

Your letter of April 25, 1960, directed to the State Highway Commission has been forwarded to me for investigation and reply.

In answer to your queries I wish to advise you that the Highway Commission adopted the route for the Sumpter Valley Highway after a public hearing and after all engineering features of the two routes had been investigated. The contract was awarded for the construction of the road, and it does not appear to me that anything can be gained by reopening the subject which has been discussed and investigated quite carefully and thoroughly.

It is, of course, anyone's prerogative to question the judgment of the Highway Department engineers. I can only say that they are not novices, and their designs of roads and surveys are based upon accepted engineering practices which have proven successful in all areas of this state.

The studies of this department indicate that the most economical route is the one that was adopted. Surfacing is designed to support the loads which will be imposed upon the road to the best of their judgments and ability. An investigation discloses that the existing road breaks up largely because of the fact that it is virtually unsurfaced, and it is not in any way designed to support the loads that were imposed upon it.

Respecting the surfacing material, the same may be taken from dredge tailings. They could not be used in the present form, however, but rather would have to be converted to a crushed product free from

plastic clays and other deleterious material.

Your question concerning the right of way matter was answered in Mr. Williams' letter to you of April 28, 1960.

In the opinion of the undersigned there has been no abuse of discretion by the Commission in their action in connection with this matter, but on the contrary, it is one that has been studied and investigated thoroughly before action was taken.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL/mab

cc - W. C. Williams
Forrest Cooper

RECEIVED

REFERRED TO
Cooper
by State Highway Engineer

LAW OFFICES
BANTA, SILVEN, HORTON & YOUNG
1950 THIRD STREET
BAKER, OREGON
JACKSON 3-4442

HAROLD BANTA
DAVID C. SILVEN
JOHN S. HORTON
THOMAS F. YOUNG

NICHOLS & HALLOCK
1919-1922
NICHOLS, HALLOCK & DONALD
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1930-1945
HALLOCK, DONALD, BANTA & SILVEN
1946-1950
HALLOCK, BANTA, SILVEN & HORTON
1951-1954
BANTA, SILVEN & HORTON
1955-1959

April 25th, 1960

State Highway Commission
Salem, Oregon

Gentlemen:

We are again writing you at the instance of Mr. Brooks Hawley of Sumpter. After further discussion with Mr. Hawley and his neighbor, Bud Howard, we still fee there is sufficient merit in their assertions to question the discretionary exercise of power by the Commission in at least the two particulars of location of the route and width of the right of way.

Can you furnish us the basis for the engineering conclusion that the dredge tailing area would not be suitable for highway purposes? An existing road (running north and south rather than east and west) crosses the tailings. This road has never had any particular compaction nor attention by any road building authorities, and yet serves as an weather and all purpose road, including extensive use by logging trucks. It shows no frost rolls and a firm surface, both conditions no doubt being largely attributable to the fact that the road base is the gravelled dredge tailings. As contrasted with that, the existing highway in many spots is practically impassable, despite the expenditure of many dollars in construction and maintenance. The road across the dredge tailings being a better road for less expenditure, what engineering justification is there for asserting that the proposed improvement on the existing route is to be preferred? We understand that gravel for the base on the new road will be obtained from this very dredged area. If fifteen inches or any other depth of gravel is advisable, for the new road, in the furnishing of satisfactory base, why isn't a greater depth, which is already available on the dredged area, just that much more satisfactory? We understand that the nature of the soil in many places along the existing route is such that whatever base is placed there, will ultimately disappear, working itself downward. If that is true, there is all the more reason to believe that from an engineering standpoint, to say nothing of cost and service to the public, the dredged area is to be preferred. As a

cursory examination of any map will disclose, a highway through the dredged area could be a perfectly straight run, thereby eliminating not only the curves along the proposed route, but shortening the distance, at least in minor degree.

Mention was made in your letter that the existing route would better serve the residents of Sumpter. West of the Hawley Ranch, the dredged area comes within a very few feet of the existing road, hence there wouldn't be enough variation in route there to raise the slightest objection by Sumpter residents.

If the Commission is to persist in following the existing right of way, surely some further consideration should be given to reducing the width from 100 down to 80 feet. As we understand it the improvement itself will have 20 feet surface, and of course we realize that there must be additional room for shoulders and barrow pit. However, the right of way to the east does not appear to be over 80 feet with very few exceptions, and it seems like an unnecessary taking of property to appropriate a hundred foot right of way unless such width be actually required. That extra width will greatly increase the amount of damages and consequent expense to the state, and in several instances will require the removal of trees which are essential to the natural beauty of the area, to say nothing of their utility.

Very truly yours,

BANTA, SILVEN, HORTON & YOUNG

By Harold C. Silven

DCS:bb
cc - Mr. Brooks Hawley
c/o Sumpter Stage
Baker, Oregon

RECEIVED
APR 26 1960
OREGON
STATE HIGHWAY COMMISSION

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Very truly yours,

BANTA, SILVEN, HORTON & YOUNG

By David C. Silven

DCS:bb
cc - Mr. Brooks Hawley
c/o Sumpter Stage
Baker, Oregon

RECEIVED
APR 26 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1960
FOR FILING

April 28, 1960

Danta, Silven, Norton & Young
Attorneys at Law
1950 Third Street
Baker, Oregon

Attention: Mr. David C. Silven

Gentlemen:

Replying to your letter of April 1, 1960 regarding a routing for the Sumpter Valley Highway through the Brooks Hawley property, I believe Mr. Floyd Query, Secretary for the Oregon State Highway Commission, has already answered the main point of your letter.

As to the matter of width of right of way, we have attempted to reduce our taking in this area to a reasonable minimum. We are attaching for your information a print of our right-of-way through this area. Our basic right of way through here is 100 feet, but in some areas it is being reduced to 90 feet where possible and other short runs being extended to 110 feet where necessary. This was based on a minimum standard of 5 feet outside our control slope line in cultivated areas and 10 feet beyond our control slope lines in sagebrush or grazing lands. Under normal conditions, our rights of way would be placed farther outside our construction limits than we are doing on this section.

I trust the foregoing, along with Mr. Query's reply, will answer your questions.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Floyd Query

DJB:jk ae

FORM 2-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

PLEASE RETURN TO
FORREST COOPER
REFERRED TO
By State Highway Engineer

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 5, 1960

Banta, Silven, Horton & Young
1950 Third Street
Baker, Oregon

Attention: Mr. David C. Silven

Gentlemen:

This is to acknowledge your letter of April 1 concerning Mr. Brooks Hawley's discussion with you relative to the highway routing in the Sumpter area and his dissatisfaction with land prices offered for additional right of way.

I might point out that within the last few weeks a hearing was held in Sumpter concerning this proposed highway rerouting, at which hearing Mr. Hawley appeared and voiced his sentiments. Later, at the State Highway Commission meeting in Salem on March 11, Mr. Hawley appeared before the Commission and again voiced his objections. The route proposed by Mr. Hawley has been given careful engineering consideration and in view of the cost of improvement and the service to be rendered to the traveling public, as well as to the community of Sumpter, the Commission approved the survey following approximately the route of the existing highway.

Concerning the price offered for additional right of way, we can only point out that the offers made by the State are based on appraisals and if there is a fundamental difference of opinion as to the value of the taking, the property owner always has recourse to the courts in which the court decides the value of the property. This, of course, is in those cases where settlements cannot be effected out of court.

A copy of your letter is being forwarded to Mr. W. C. Williams, State Highway Engineer, for such action as he may wish to take.

Very truly yours,

F.Q.

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms
cc: Mr. W. C. Williams

RECEIVED

LAW OFFICES
BANTA, SILVEN, HORTON & YOUNG
1950 THIRD STREET
BAKER, OREGON
JACKSON 3-4442

HAROLD BANTA
DAVID C. SILVEN
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1946-1950
HALLOCK, BANTA, SILVEN & HORTON
1951-1954
BANTA, SILVEN & HORTON
1955-1959

April 1st, 1960

State Highway Commission
Salem, Oregon

Gentlemen:

Mr. Brooks Hawley, c/o Sumpter Stage, Baker, Oregon, has discussed with us the situation relative to the contemplated highway improvement in his area.

Among other things he advises that his suggestion relative to re-routing the highway over the dredge taillings has not been well received. Although that, of course, is an engineering problem and we are not engineers, it at least appears to be plausible suggestion, which would perhaps bear exploration. If Mr. Hawley is wrong in this view, I am sure that the proposed improvement along the existing route will meet with much less resistance only after he is shown to be wrong. From a practical, therefore, as well as a public relations standpoint, it appears to us to be advisable to have a qualified engineer from your department personally contact Mr. Hawley and go over the matter with him rather than try to cover it by correspondence, which is far from satisfactory.

Mr. Hawley also advises that you contemplate a much wider right of way than appears to him to be reasonable. Will you advise us of the width of the right of way in that area and the justification for its width?

Mr. Hawley is not satisfied with the land prices offered at this time for the additional right of way and feels that he would be damaged to a far greater extent than your representatives have thus far indicated.

We trust that we may have an early reply and that Mr. Hawley will be promptly contacted by the engineer.

Very truly yours,

BANTA, SILVEN, HORTON & YOUNG

By David C. Silven

RECEIVED
APR 4 1960
OREGON
STATE HIGHWAY COMMISSION

DCS:bb
cc - Mr. Broks Hawley
c/o Sumpter Stage, Baker, Oregon

Mr Ewen. Sculptor &c.
Hawley

361+56.65 P.S.

50'

60' +50

360

40' +00

N.63°35'W.

355

N 389,000
E 2,616,000

Brooks Haw
B. 107 - P. 154

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To 4°35'
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S = 1°52½
a = 0.6

250' S.p.
S = 1°52½
a = 0.6

361+56.65 P.S.

364+06.65 P.S.C.

364+62.21 P.C.S.

367+12.21 P.T.

365

370

50'

50'

50'

50'

364+34.54 P.I.
N 389,743.51
E 2,616,737.34

21 11

ks Hawley
07-P154

375

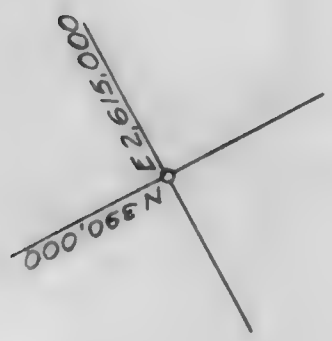
30767 ①

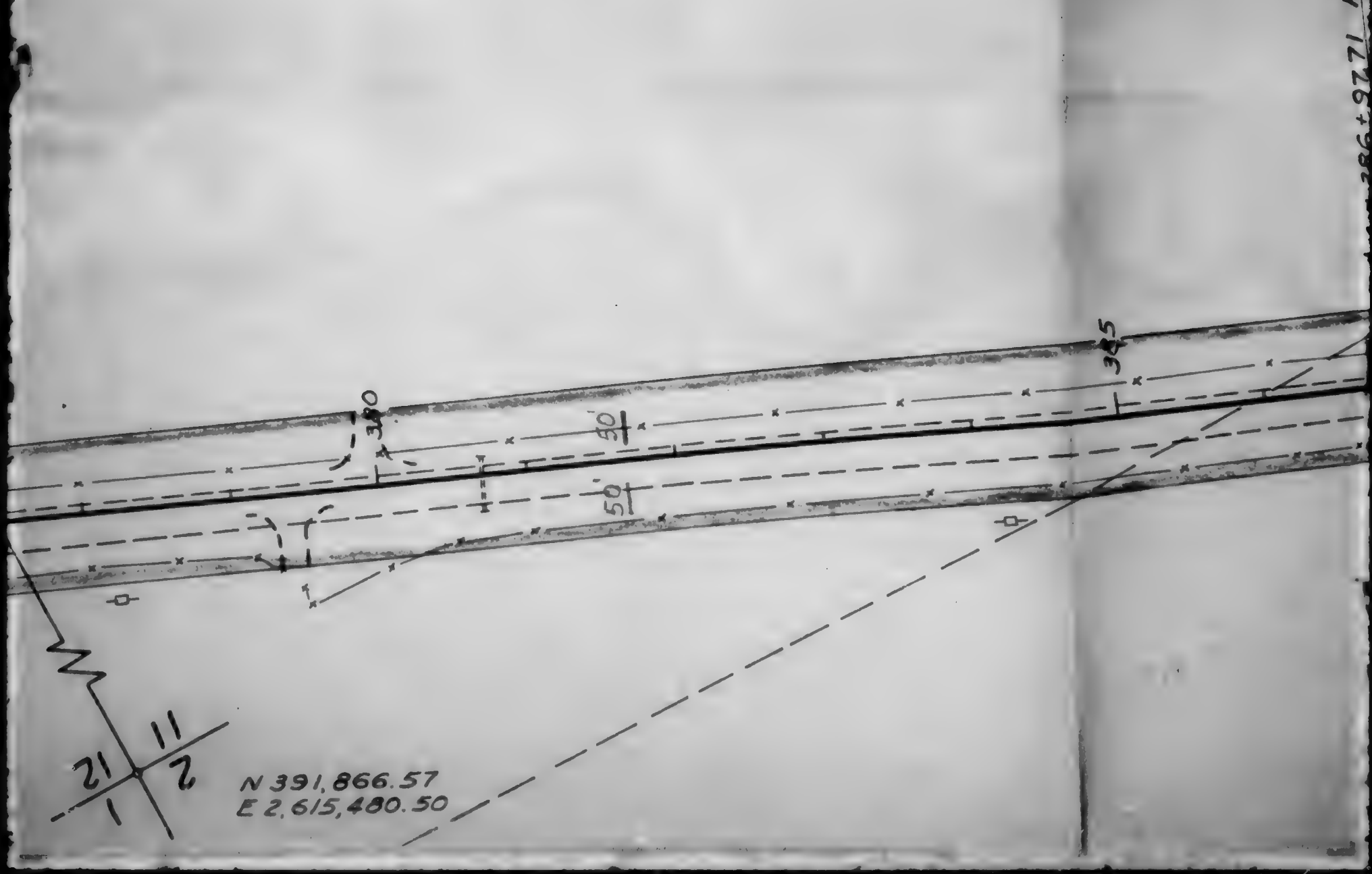
370

N. 68° 10' W.

21 1
1

Brooks Hawley
B.120-P.449





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394+20.21 P.T.
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4°C.L.06'
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386+97.71 P.S.
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Shed
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402+70.37 P.S.C.
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D=1.0
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To 21°
Ts 474
Brooks Hawley
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N E 2,0

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408+11.62 PT.

400'Sp.
S-8°-00'
D=1.0

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404+11.62 P.C.S.

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4°C.R.
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402

000°15'E N E. 2,612.00

420 Ac. Lt.

30767 ①

415

420

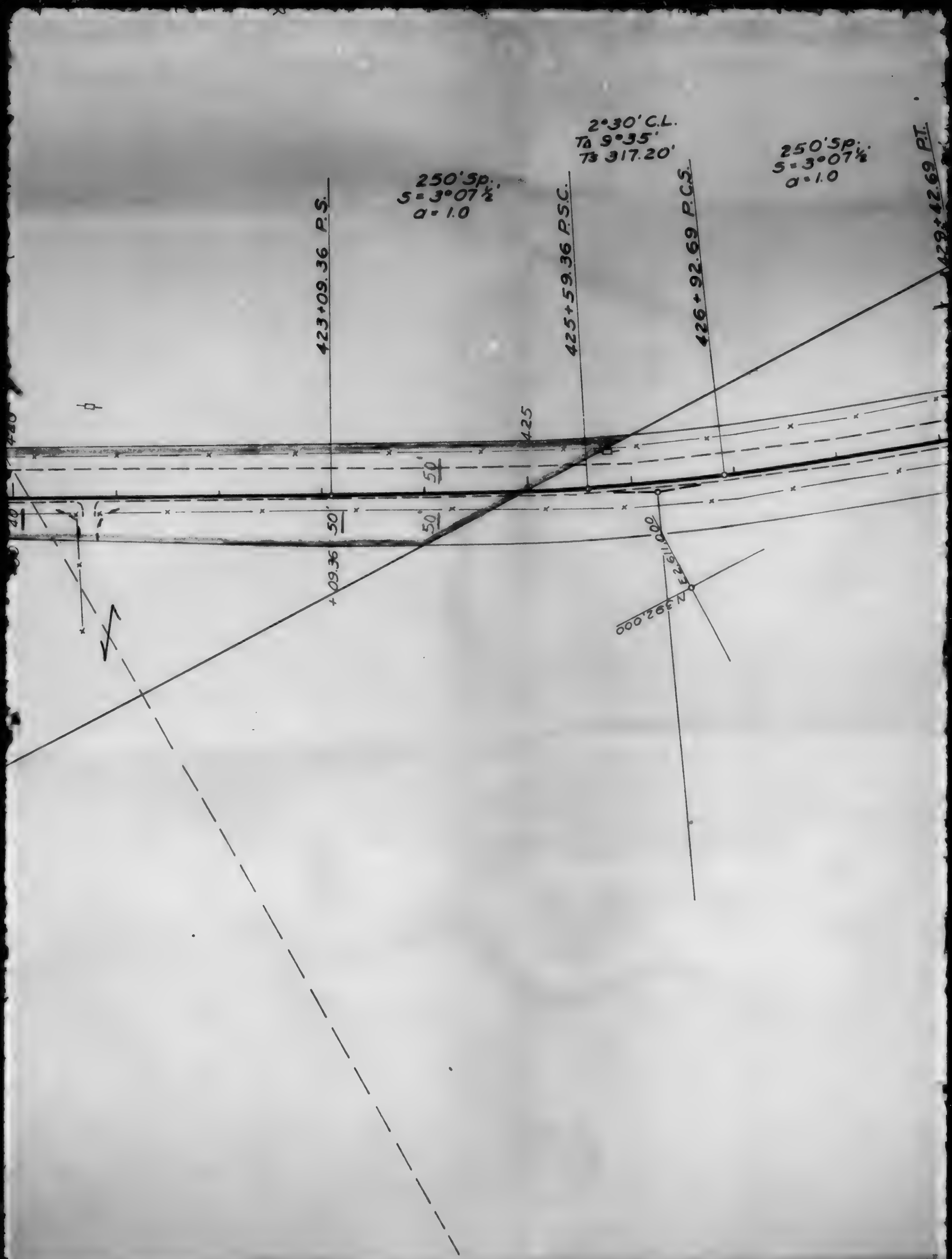
N. 62° 37' W.

Total Net Area 12.2 Ac.

40'

2000 Ac. Rt.

100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429+42.69 P.T.
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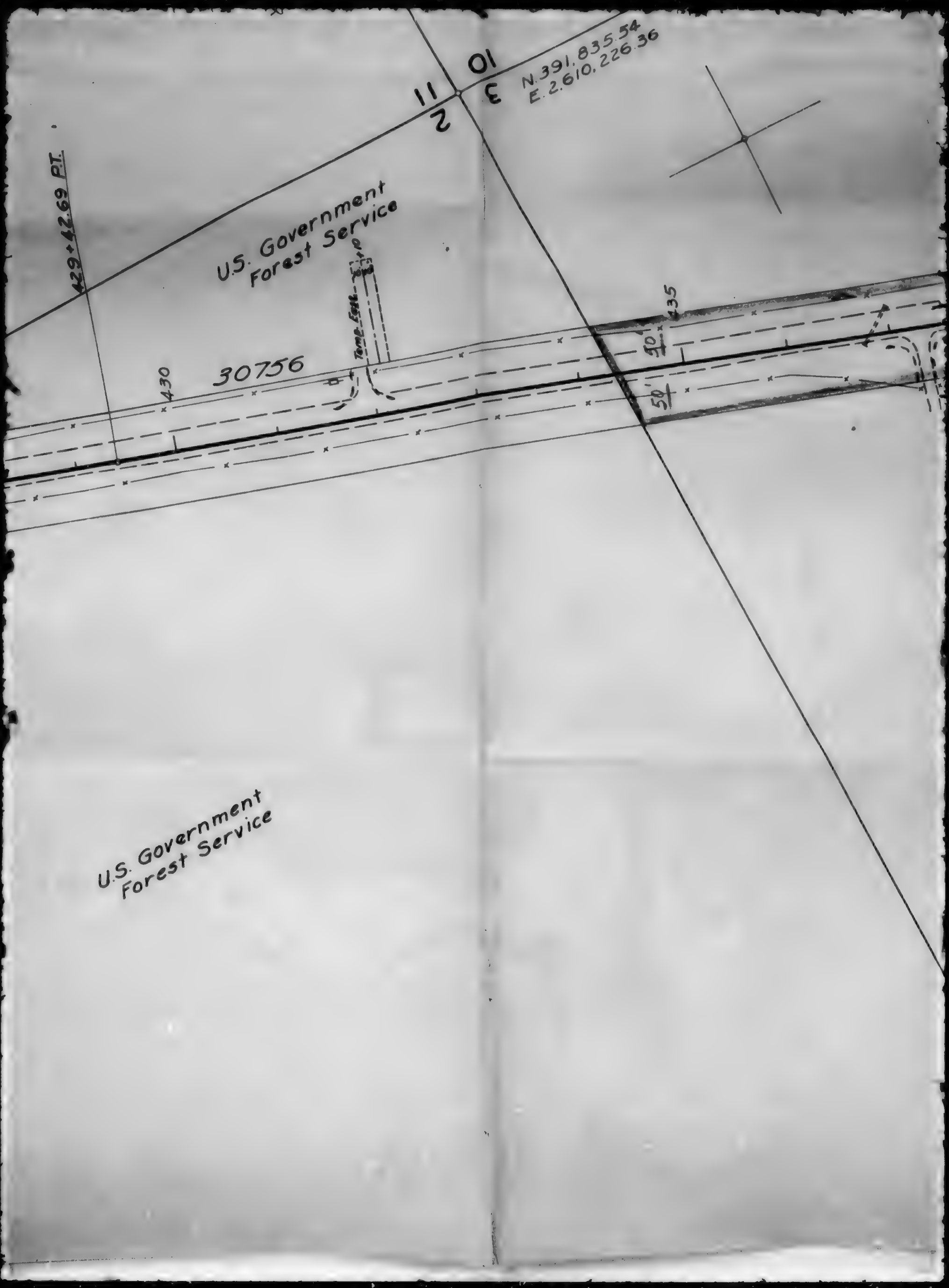
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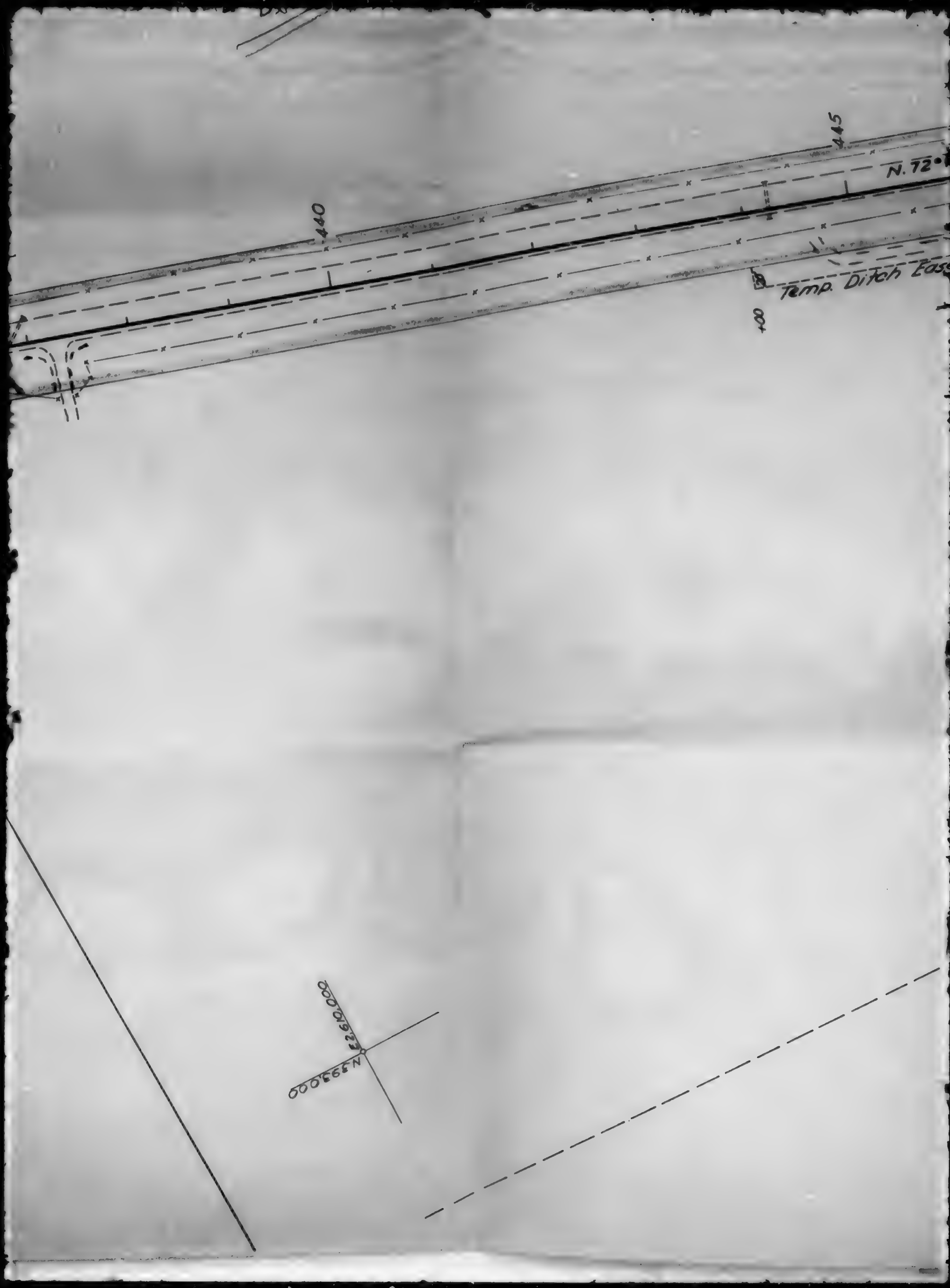
Forest Service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N. 72°12' W.

See "Area statement in Sec 11

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Ditch Ease.

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N. 395,000

E. 2,908,000

Powder

Bear

Hwy

Sumpter

Valley

Gulch

T.10 S. R.38 E. W.M.

T.10 S. R.37 E. W.M.

T.9 S. R.37 E. W.M.

Brooks Hawley
Scale: 1" = 2000'
File No.

467+90.26 Pi.
N. 393,175.13
E. 607,019.65

River

Sumpter

Gulch

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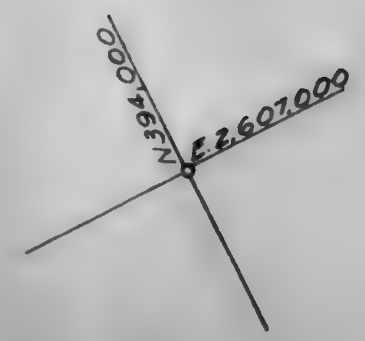
9
10
3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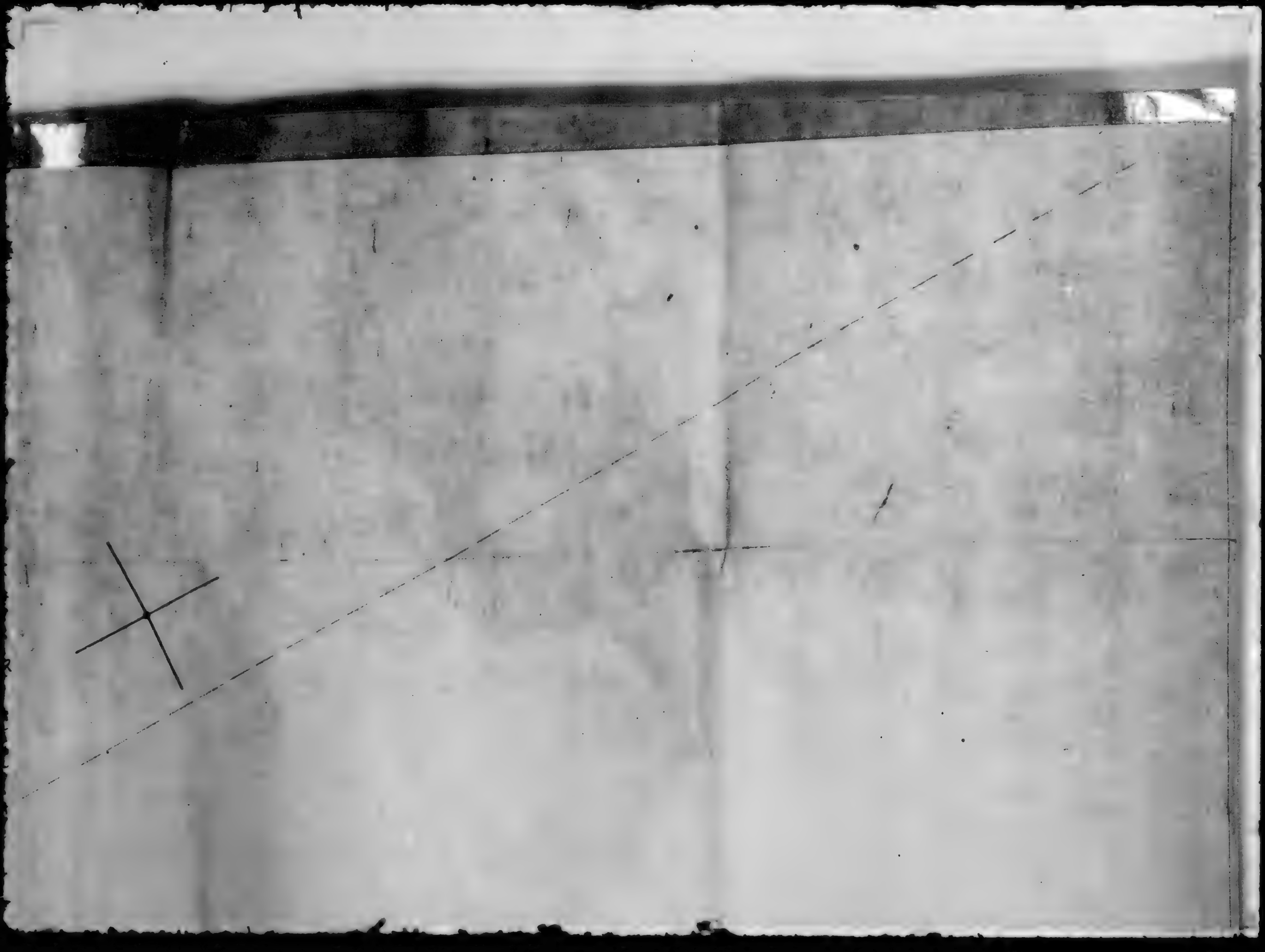
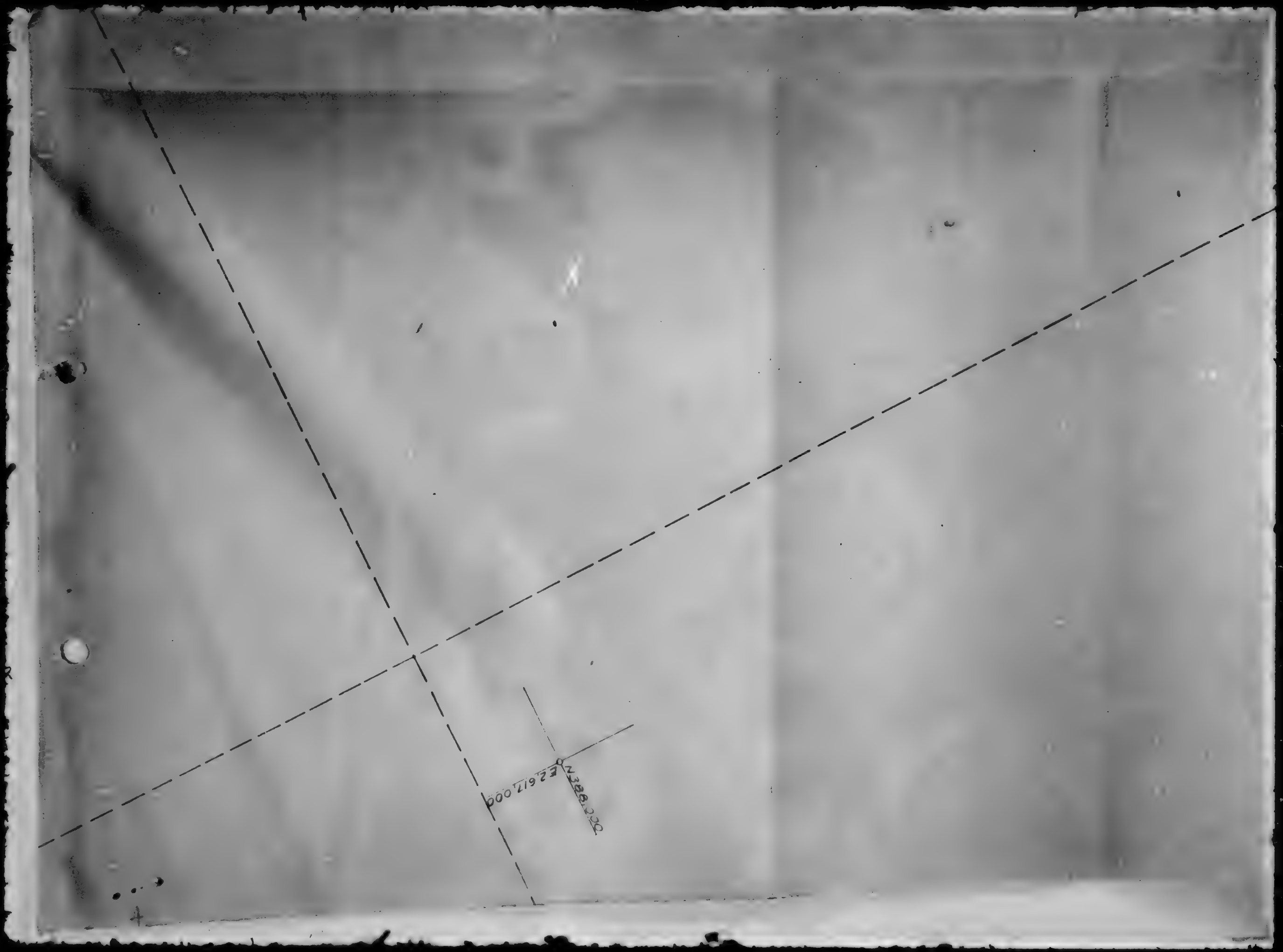
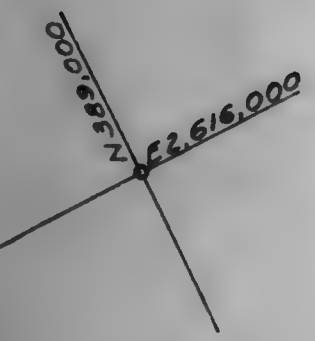
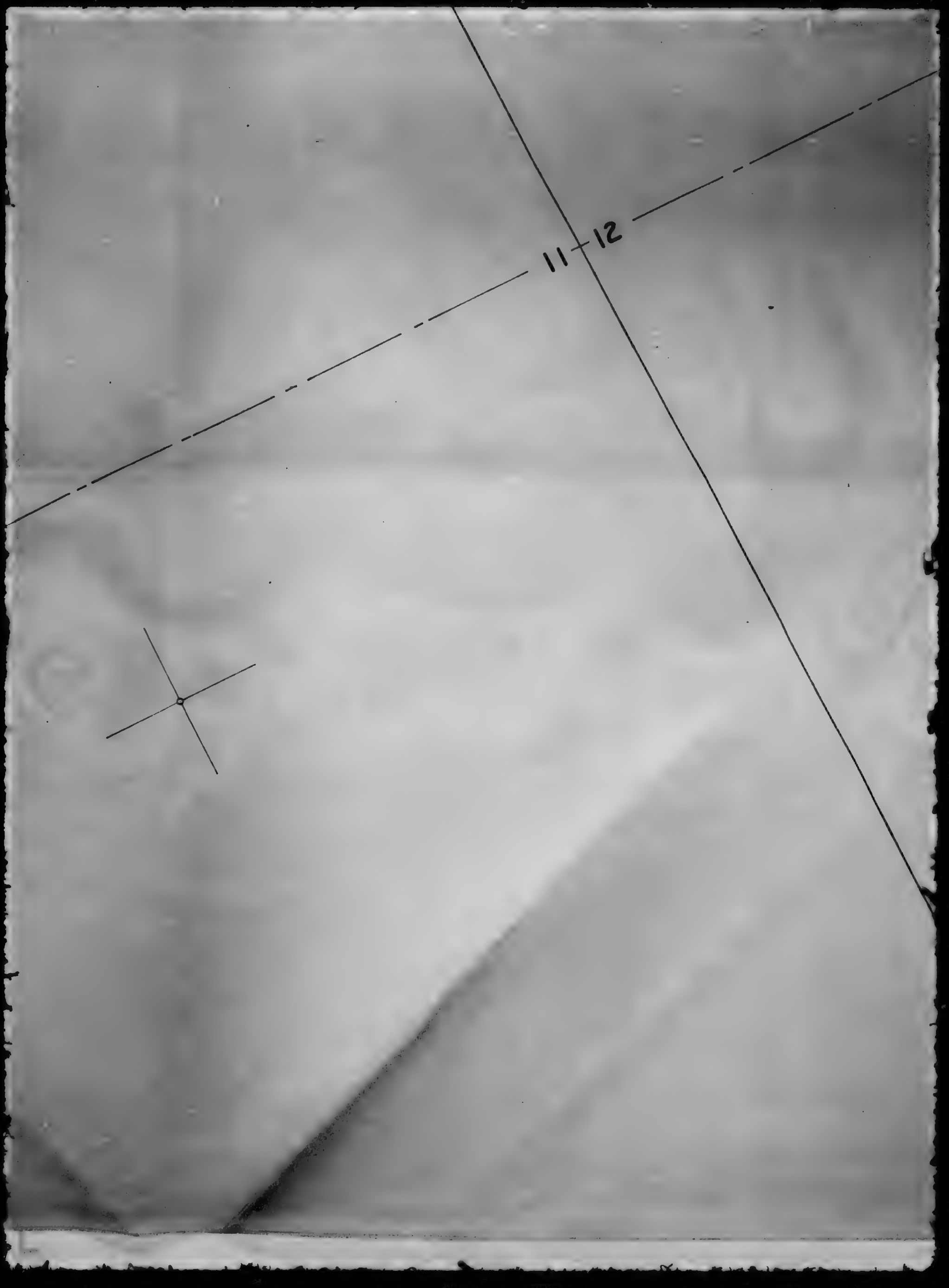



E 2,617,004
N 388,230


N 1,689,000
E 2,616,000


11
12

Brooks Hawley
20-P 449

T. 10 S., R. 37 E. W.M.
8B-16-13

N. 390,000
E. 2,613,000

403+45.02 P.I.
N. 390,848.90
E. 2,613,018.09

T. 10 S., R. 37 E. W.M.

8B-16-13

N

403+45.02 P.I.
N. 390,848.90
E. 2,613,018.09

N.391,000
E.2612,000

423+09.36 P.S.

250' Sp.
S=3°07½'
D=1.0

423+59.36 P.S.C.

2°30' C.L.
Δ 9°35'
T 317.20'

92.69 P.C.S.

N.391,835.54
E.2,610,226.36

11 01
2 3

U.S. Government
Forest Service

429+42.69 P.T.

426+92.69 P.C.S.

250'Sp.
S=3°07½
a=1.0

O'C.L.
35'
7.20'

Temp. Sta. 1+10

30756

10 1 1.35

Brooks Hawley
B. 132 - P. 445

6

440

435

N392000

E2609000

N. 72° 12' W.

445

450

See Area sho

30767

30767

Temp. Ditch Ease.

100

T. 10S., R. 37E. W.M.
8B-16-13

N

455

+00

460

50

N. 393,000

E. 2,608,00

rea shown in Sec 11

30767 ①

460

50' 40' +00

463+53.29 P.S.

300' Sp.
S=4°30'
a=1.0

465

466+53.29 P.S.C.

3° C.L.
Ta 17°04½'
Ts 436.97

2246 P.C.S.

476+98.19 P.S.
See 88-16-14
N89°16'30"W
475
30767 ①
470
472+22.46 P.T.
469+22.46 P.C.S.
300' SP.
S=4°30
D=1.0
467+90.26 P.I.
N 393,175.13
E 2,007,019.65

To Sumpter
481+00.00 P.I.
N. 393,191.76
E. 2,605,705.25

To Sumpit

481+00.00 PI.
N.393,191.76
E.2,605,705.25

Brooks Howley
B. 132 - P445

T.10S., R.37E., W.M.

493+10.96 P.I.
N.393,047.93
E.2,604,502.02

490

N.393,000
E.2,605,000

60'

60'

100'

P.S.C.

462.29

485+00.97 P.T.

300' Sp.
S=2.15
d=0.5

M.11

Gravel Pit & Quarry Site
IR-5-1340

Pond

493+10.47 93
N. 393.047.502.02
E. 2.604.502.02

N.W. Deve
B. 132

30774 (2)
39.4 Ac.

495

495+13.54 P.C.S.

499+63.54 P.T. Bk.=
499+13.75 P.O.T. Ah.

450' Sp.
S = 13°30'
a = 1.33

6° C.R.
Ta 57°04'30"
Ts 748.67'

496+12.29 P.S.C.

HUCKLEBERRY MTN.

ond

evelopment Co.
132 - P.200

500

505

N. 39° 44' 30" W.

30774 (1) 2.36 Ac.

27 Ac. Ft.

499 + 13.75 P.O.T. Ah.

E. 2604.00

N. 324.00

N.W. Development Co.
B. 132 - P200

N 395000

E 2603.000

To Bear Gulch

250'Sp.

S 13+56.71 P.I.
N 394,733.95
E 2,603,100.85

S 14+56.16 P.C.S.

S 12+56.99 P.S.C.

1° C.R.
Ta 4°29'30"
D 349.72'

515

60'

40'

250'Sp.
S: 10.15%
D: 0.4

510

S 10+06.99 P.S.

N

Brooks Hawley
B. 157-P. 19

30767 (1)

520

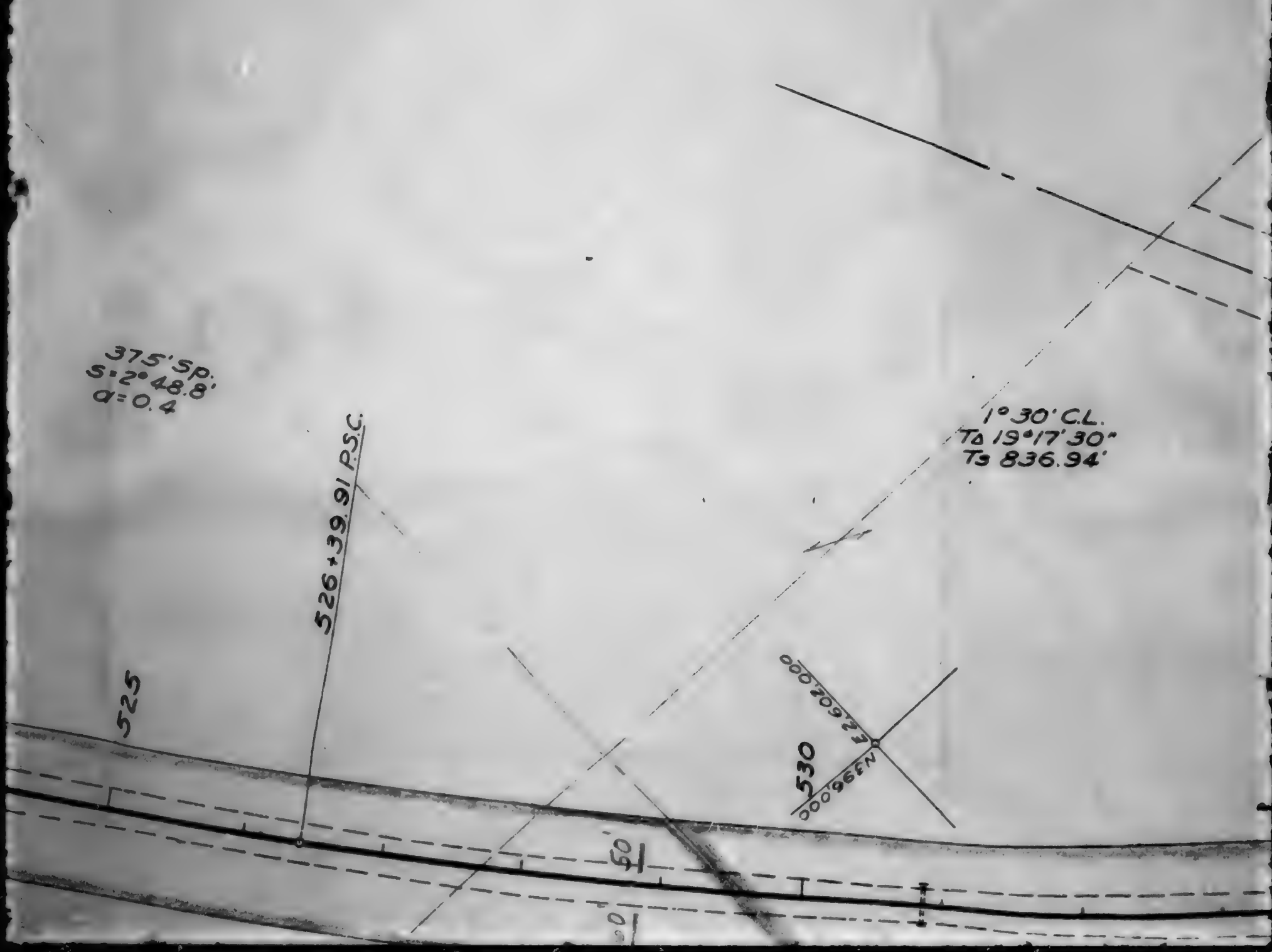
522 + 64.91 P.S.

N. 35° 15' W.

S 65 N

06.16 P.T.

N. W. Development Co.
B. 132-P. 200



N. W. Development Co.
B. 132-P. 200

1°30' C.L.
Δ 19°17'30"
T 836.94'

N 39°60'00" E 2,269.00'

530

535

535+50.91 P.C.S.

60'

50'

60'

50'

530

N 39° 00' 00" E 2,602.000

1° 30' C.L.
Ta 19° 17' 30"
Ts 836.94'

531+01.85 P.I.
N. 396,158.52
E. 2,602,093.49

Conc. Mon. & Brass Disk

535

535+50.91 P.C.S.

60'

50'

Gowley

520

522+64.9

525

526+39.91 P.S.C.

60'

50'

60

50

515

512+56.99 P.S.C.

1°C.R.
Ta 4°29'30"
T3 349.72'

514+56.16 P.C.S.

To Bear Gulch

250.00'
S=1°15'
D=0.4

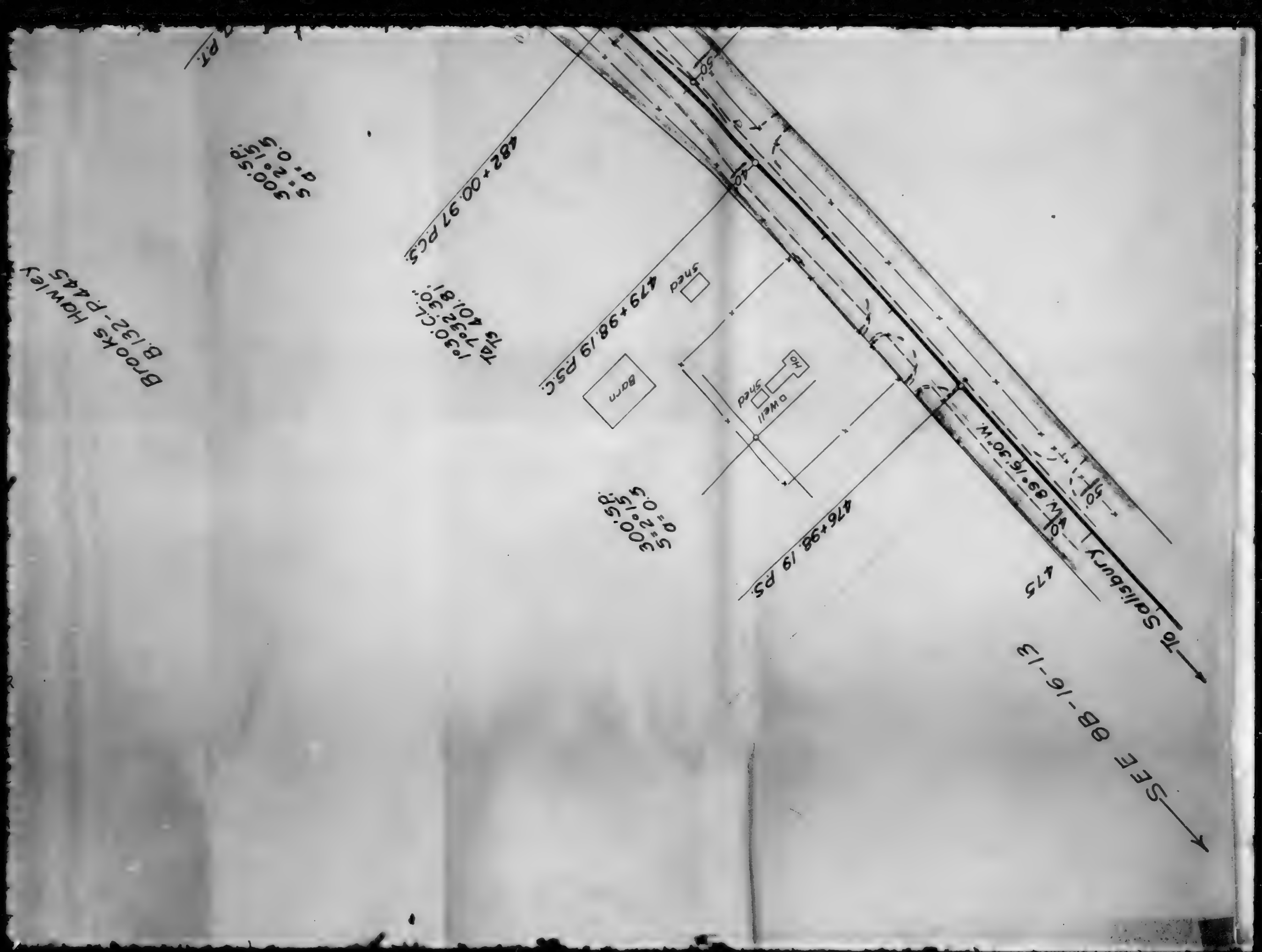
N 39°56'E 403.000

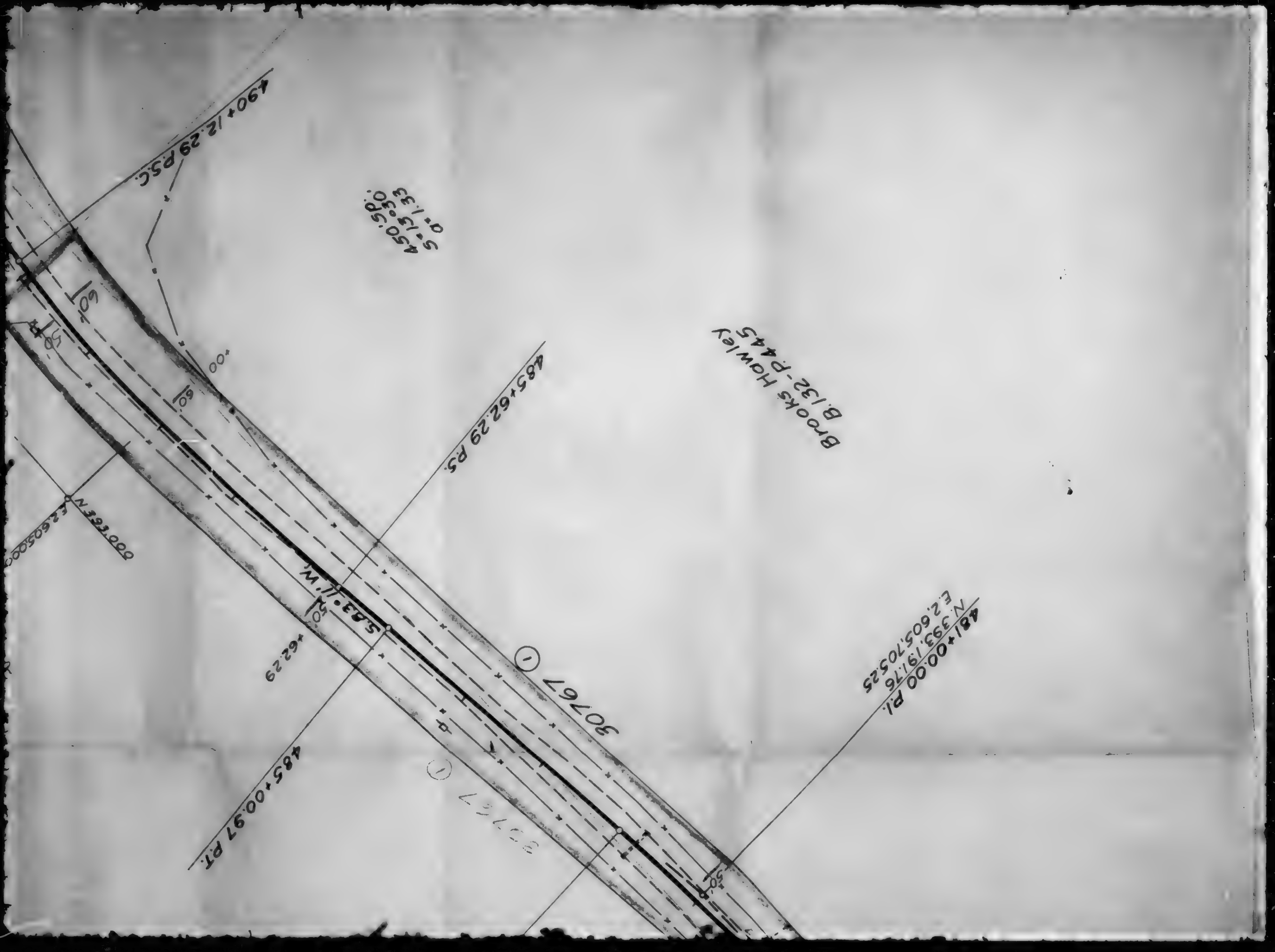
517+06.16 P.T.

N 35° 15' W 2076.7 ①

520

Brooks Howle
B.157-P.19


Brooks Howley
B. 132-P. 445
S 3°00'15" E
482+00.97 P.C.S.
479+98.19 P.S.C.
Tan 15 10°30'C.L.
Tan 15 70°32'30" 401.81
Shed
Barn
Dwell
Sho
Shed
476+98.19 P.S.
S 2°0'15" E
30.15
To Salisbury
N 89°16'30" W
50'
40'
475
SEE 08-16-13


490+12.29 P.S.C.
A50.5P.
S 0°-15'-33" E
485+62.29 P.S.
Brooks Howley
B.132-P.445
60'
50' R/W
+00
60'
+62.29
S 24°-11' W.
50'
485+00.97 P.T.
30767 (1)
(1) 30767
481+00.00 P.I.
N.393,191.76
E.2,605,705.25
50'
600'EEN
E 2,605,000

495+13.54

6° C.R.
57°04'30"
T3 748.67'

450' Sp.
S=13°30'
a=1.33

499+63.54
499+13.75 P.

N.W. Development Co.
B. 132-P.200

60

To Bear Gulch

N 39°00' E

510+06.99 P.S.

250' Sp.
S = 1°15'
a = 0.4

512+56.99 P.S.C.

1° C.R.
Δ 4°29'30"
T 349.72'

514+56.16 P.C.S.

250' Sp.
S = 1°15'
a = 0.4

517+06.16 P.T.

30767 (1)

520

N. 35° 15' W.

525

Brooks Hawley
B.157-P.19

526+39.91

60'

50'

530

000'96"E

E 2,602,000

531+01.85 P.I. Conc. Mon. & Brass Disk

N. 396,158.52

E. 2,602,093.49

60'

50'

530

000'96"N E 2,602,000

531+01.85 P.I.
N. 396,158.52
E. 2,602,093.49

Conc. Mon. & Brass Disk

535

535+50.91 P.

60'

50'

RECEIVED
APR 23 1960
FOR FILING

April 26, 1960

Sedonia M. Wire, City Recorder
City Hall
Sumpter, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Sumpter a fully executed copy of a Cooperative Construction Agreement between the State Highway Commission and the City of Sumpter covering the Sumpter-McEwan Section of the Sumpter Valley Highway in the City of Sumpter.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By_____
C. W. Head, Assistant Secretary

RECEIVED
APR 28 1960
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 215

Salem, Oregon
April 26, 1960

Cooperative Construction Agreement
Sumpter-McEwan Section
Sumpter Valley Highway
City of Sumpter

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: Mr. John D. Graham
Office Engineer, City & County Relations

Attached is a conformed copy of a cooperative construction agreement with the City of Sumpter covering the Sumpter-McEwan Section of the Sumpter Valley Highway in the City of Sumpter.

A fully executed copy of the above agreement has been sent to the City of Sumpter and one fully executed copy has been retained in this office for the Commission's files.

Ass't. Secretary

rn
Attach: 1

FORM E-30X 80M 7-59 22129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Cooperative Construction Agreement
Sumpter-McEwan Section
Sumpter Valley Highway
City of Sumpter

Attached are three copies of an agreement covering the subject project. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 1/28/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-28-60 Min. Page 36 and Survey approved Min. Page 42. (3-10-60)
Floyd Query
Secretary

RECEIVED
APR 25 1960
FOR FILING

April 22, 1960

McNutt & Sons, Inc.,
827 North Hill Street
Springfield
Oregon

Gentlemen:

The State Highway Commission on April 21, 1960, accepted your bid in the amount of $277,212.50 for grading-oiling the Sumpter-Hoffman Section of the Sumpter Valley Secondary Highway in Baker County, which was the low bid received for that job on April 19, 1960.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
APR 20 1960
FOR FILING

April 19, 1960

Mr. J. R. Evans
Superintendent of Schools
Baker Public Schools
Fourth and Washington Streets
Baker, Oregon

Dear Sir:

We are in receipt of your correspondence in regard to the hardships caused by the taking of a portion of the Sumpter School grounds.

We have accordingly revised our plan so that no taking will be necessary. A copy of the revised alignment is attached.

We thank you for bringing this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Walter Wright
Mr. A. F. Parson
Mr. C. G. Polk

TE:jw ae

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1960

SUBJECT: School Grounds - Sumpter

To:

MEMO TO THE FILE

The proposed revision in Sumpter on the Sumpter-McEwen Section of the Sumpter Valley Highway required the taking of a small corner of an unimproved block which, it has since developed, is a portion of the Sumpter school grounds. The school district objected to release of the property on the grounds that its elimination would make the development of soccer, football, baseball, softball, and other large-area games impossible. A copy of their letter is attached.

There appears to be no point in imposing such a hardship on the Sumpter schools and we have accordingly revised the line as shown in green on the attached print to eliminate this taking.

Tom Edwards
Construction Engineer

TE:jw

Attach.

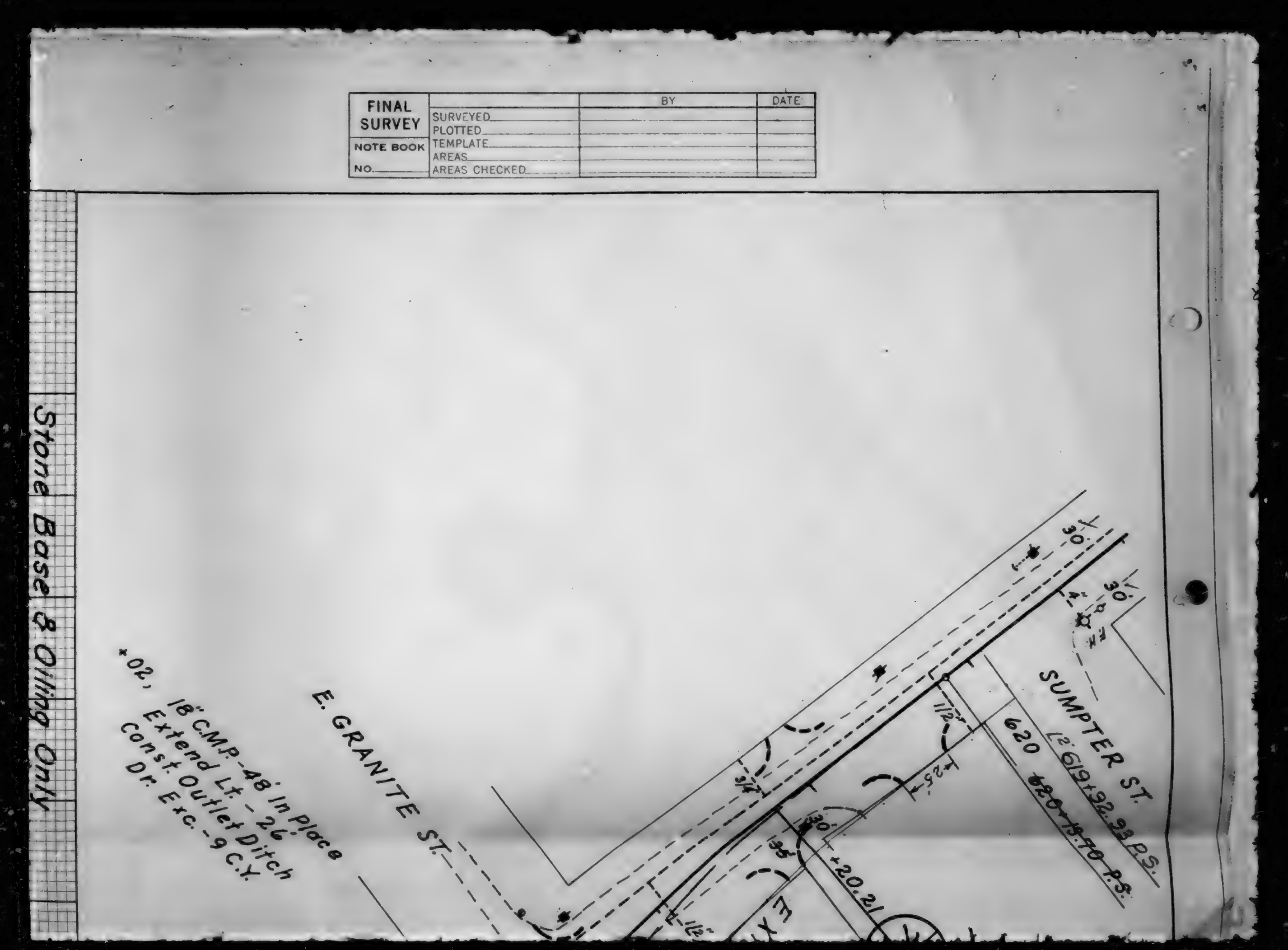
cc Forrest Cooper
Walter T. Wright
C. G. Polk

Right coming

RECEIVED
APR 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FINAL SURVEY		BY	DATE
	SURVEYED		
NOTE BOOK	PLOTTED		
	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		

Stone Base & Oiling Only



Sec. 29, T. 9

623+00, Lt.
Move Fire Hydrant (by others)

VALLEY HIGHWAY

400' Spiral
S=22°00'
a=3.0

L2 622+92.93 PSC

L2
300' Sp.
S=22°30'
a=5.0

EXISTING SUMPTER

W. GRANITE ST.

+75, Inst 18" Pipe - 6.0'
Dr. Exc. - 6 C.Y.

L2
15° C.L.
Δ=62°53'30"
R=388.77
Lmc=119.28

L2 624+12.21 PCS

~~12° C.L.~~
~~Ta 92°53'30"~~
~~Ts 715.62'~~

L2 Const 4 Approac
300' Sp.
S=22°30'
a=5.0

624+13.70 P.S.C.

Proposed R/W ?

40'

625

Proposed Revision

625

50'

Proposed R/W ?

50'

6" Wood Water Main

NORTH MILL ST.

18" C.M.P. In Place

Const 4 Approaches

W. NOR

School
Gr

9, T. 9 S., R. 37 E., W. M.

M P T E R

EXISTING CRACKER

631+87.80 P.T.

L² 627+12.21 P.T.

L² 627+98.85 P.S.

~~400' Spiral~~
~~S 24°00'~~
~~θ 3.0~~

L²
200' SP.
S°=13°
θ=6.5

L²
13 CL°
Δ=30
T=218.84

200' S
S°=1
θ=

proaches Lt

CENTER STREET

N54°32'30"W

~~627+87.80 P.C.S.~~

V. NORTH ST.

School Grounds

W. HIGH STREET

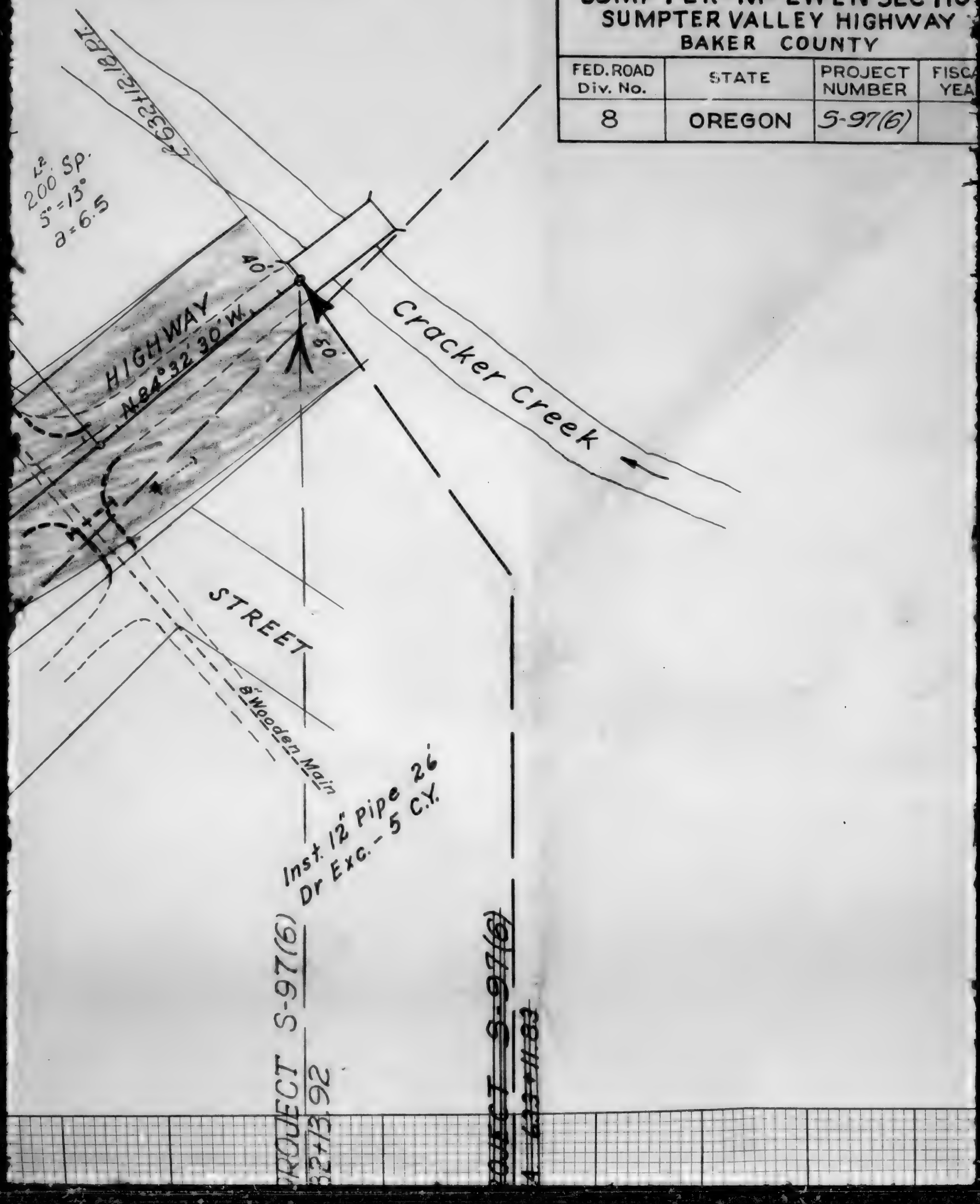
aches Rt.

415.02

415.97

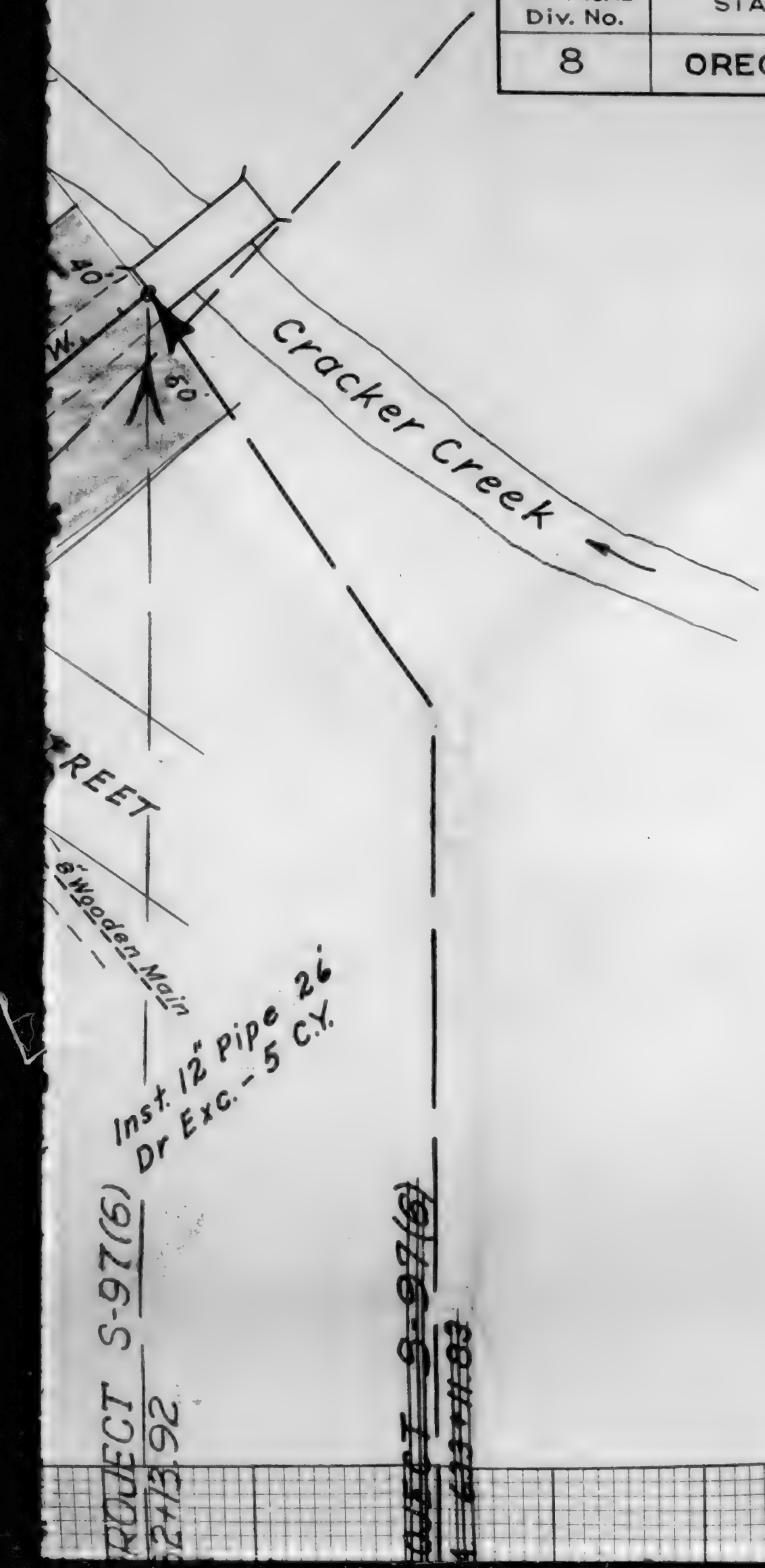
SUMPTER-McEWEN SECTIO
SUMPTER VALLEY HIGHWAY
BAKER COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCA YEA
8	OREGON	S-97(6)	



SUMPTER-McEWEN SECTION
SUMPTER VALLEY HIGHWAY
BAKER COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	S-97(6)		16	See Index



+02, 18" C...
Extend
Const. Ou.
Dr. Exc.

Stone Base & Oiling Only
Sta. 603+50 to Sta. 623+00

4445
4440
4435
4430

620
621
622

DATE
BY

ORIGINAL SURVEY
NOTE BOOK
NO
SURVEYED
PLOTTED
TEMPLATE
ARLAS
ARFAS CHECKED

18" C.M.P. In P.I.

ILL ST.

FH

Const 4 Approache

4'-8"

B.V.C.

+3.0

Finish Grade, 10' Lt.

Subgrade

1st Line Sub

Ground Line at ℄

Emb. 1235

S.O.H. 370 Yd. Sta.

Emb. 420

623 624 625 626

t 4 Approaches Rt.

+25 El. 4455.02

4456.97

+96

Grade, 10' Lt.

5' Void

Subgrade

~~800' V.C.~~

L² Line Subgrade

730' V.C.

"L²" Line Finish Grade
10' Lt or Rt.

~~Exc. 1531~~

~~o. 1285~~

~~O.H. 370 Yd. Sta.~~

626 627 628 629 630

END OF PROJECT S-
STA. 632+13.92

END OF PROJECT
STA. 633+00

+11.83

+42.93

El. 4431.2

El. 4430.0

+13.92 El. 4431.2

+44.32

+64.92 El. 4430.0

+80.46

5.28%

140' V.C.

5.12%

BVC El.

EVC

El. 44 32.7

150

+50

2.37%

10

Exc. 40
Emb. 33

Exc. 136
Emb. 114

Exc. 500

630

631

632

633

632

633

EVC

+50

+13.92 El. 4431.2

END OF PROJECT S-
STA. 632+13.92

+64.92 El. 4430.0

END OF PROJECT S-
STA 633+11.83

+11.83 El. 4431.2

+62.83 El. 4430.0

4425

4430

4435

4440

FORM 8.00 5M 11-58 10000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 12, 1960

SUBJECT: School Grounds - Sumpter

To:

Mr. Tom Edwards
Construction Engineer
Salem

Herewith a letter from Mr. Evans, School Superintendent of Baker County. This is the letter that I discussed with Mr. Young, this date.

A. F. Parson
Division Engineer

AFP:gb

Evans letter
Copy to Wright 4/13/60
Lotzy.

CONSTRUCTION DIVISION
RECEIVED
APR 13 1960
NOTED-- ☐ ☑ ☐ ☐ ☐
GE AGE ODE

FORM S-183-E 27 5M 10-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT S. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

La Grande, Oregon
April 12, 1960

Mr. J. R. Evans
Superintendent of Schools
Baker Public Schools
Baker, Oregon

Dear Sir:

Your letter of April 11th, addressed to our District office in Baker, has been referred to this office. This in regard to State Highway improvement through the school grounds at Sumpter. This letter has been referred to our Salem office for consideration.

Very truly yours,

A. F. Parson
Division Engineer

AFP:gb
cc - Mr. Tom Edwards
Mr. C. T. Keasey

J. R. EVANS, Superintendent
Fourth and Washington
JAckson 3-3180

HAMMOND, Clerk of School District No. 5
Fourth and Washington
JAckson 3-3180

BAKER PUBLIC SCHOOLS

BAKER, OREGON

April 11, 1960

State Highway Department
Baker Division
Baker, Oregon

Dear Sir:

The Board of Education notes and commends the highway improvements of the Sumpter area. However, they are concerned over the proposed right of way which would occupy a portion of the school grounds at the Sumpter School.

As you may be aware, schools are under direction of the State Standards to maintain adequate school grounds. In the case of Sumpter, the amount of land needed is a minimum of 5 acres. Because the school existed on that site prior to the establishment of the standard of 5 acres, it has been permitted to exist with less than this amount, but any further lessening of the existing grounds would be crippling, both to standards and playground games.

The right of way would seriously cut into the grounds and would eliminate such area as to make development of soccer, football, baseball, softball and other large-area games impossible.

The remaining space will be very odd in shape, and the most nearly level land would be occupied by the highway. Also, proximity of the highway to the school induces a noise and danger hazard.

For these reasons, the Board of Education on April 7, voted negatively on sale of the school ground for highway right of way. They asked that attention be directed to the privately owned land south of the school grounds which might be utilized for highway purposes.

The Board regrets the necessity for this decision, but circumstances make it necessary.

Sincerely yours,

J. R. Evans

J. R. Evans
Superintendent of Schools

SRE:jr

RECEIVED
APR - 7 1960
FOR FILING

Salem, Oregon
April 6, 1960

Mr. L. I. Lindas
O F F I C E

Cooperative Construction Agreement
Sumpter-McEwan Section
Sumpter Valley Highway
City of Sumpter

Attached is a draft of an agreement covering the subject project. Will you please have six copies of the agreement prepared in addition to any required by the Legal Division.

C. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: C. G. Swenson

AGREEMENT DRAFT, 4/6/60

THIS AGREEMENT, made and ~~xxxx~~ entered into this ____ day of __ _____, 1960, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF SUMPTER, a municipal corporation, acting by and through its city officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to construct the Sumpter-McEwen Section of the Sumpter Valley Highway, State Secondary Highway No. 410, in and through the City of Sumpter. Hereinafter all acts necessary to effectively accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 373.030, ORS 374.075, and ORS 374.080, State and City may enter into agreements for the construction, reconstruction, improvement, or reapir of any throughway, road, highway, or street; and State may, with consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. Pursuant to such authority, State and City propose to enter into this cooperative agreement for the purpose of completing said project.

NOW, THEREFORE, the premises being in general as stated in the

foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts, and supervise the construction of said project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is one map setting forth the general location and plans of said project, as shown colored in red on said Exhibit "A."

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State, upon receipt of an itemized statement, shall reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such utilities or facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities or facilities to conform to the plans of said project.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans

attached hereto, marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate, or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and all other such utilities or facilities of every kind and nature required to be relocated or extended to conform to the plans of said project. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, at request of State, and without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities of every kind and nature which are located within any PUBLIC STREET OR WAY within the city limits and which are required to be relocated or extended to conform to the plans of the said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2) to any and all changes of grade within the city limits, if any there be, in connection with or arising out of the project covered by this agreement.

5. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

-
-
-
-

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and affixed their seals as of the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
Asst. State Hwy. Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

CITY OF SUMPTER, by and through its City Officials

By _____
Mayor

ATTEST:

By _____
Recorder

_____

HCA:mm
DRAFT, 4/6/60

RECEIVED
APR - 6 1960
FOR FILING

April 6, 1960

Mr. Brooks Hauley
Sumpter Stage
Baker, Oregon

Dear Mr. Hauley:

I have your letter of April 2 in which you again refer to the matter of changing the road in the Sumpter area.

This matter has been considered by our engineering people, a report has been made to the Highway Commission, and you appeared before the Commission at its meeting on March 11. After considering all phases, the Highway Commission adopted the route along the present road and ordered us to proceed with the acquisition of the right of way and construction of the road.

I do not believe that anything could be gained by further delaying this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

BROOKS HAWLEY

TYYNE HAWLEY

Hawley Ranch

Sumpter Valley

ADDRESS:
SUMPTER STAGE
BAKER, OREGON

April 2, 1960.

Mr. Forrest Cooper,
Assistant State Highway Engineer,
Salem, Oregon.

Dear Mr. Cooper:

After receiving your letter yesterday, it seems as usual I am not getting anyplace on my dredge tailings project. But I am getting in a bigger fuss all the time for I hear that bids on the new road are to be considered April 18th.

Our lawyer David Silven says he does not think it is out of reason for me being so set on having someone come out here to go over the ground with me. It is over a year since James Howard and I have been writing letters on this same theme, and no one has given us a chance to show them around here. Dave Silven said he would write you a letter.

During this time we have not discovered anyone at Salem interested in dredge tailings, and Mr. Edwards did tell me of having an unsatisfactory experience with ~~with~~ dredge tailings, in Jackson county, I believe. Maybe our dredge tailings are better behaved. They sure stay put better than our other roads.

I am so sure I am right I am not going to give up. Send somebody out here besides Mr. Chatwood whose only project is to get me to sign on the dotted line for a 100 foot right of way. If you want lots of right of way, there is plenty of space going to waste out in the dredge tailings.

The dredge practically already built a super highway just waiting to be smoothed and oiled. If there are objections to the abandoned railroad grade in the tailings, since many sloughs must be filled, there is another route tnrough the tailings not quite as straight as an arrow but straighter than the proposed new road that will make anybodys eyes bug out and say, "Here is a road already except for surfacing."

Give me two hours to a half a day of somebody's time, and they don't have to walk in the rocks if they don't want to. We can go in the Jeep.

Sincerely yours,

Brooks Hawley

RECEIVED
APR 4 1960
STATE HIGHWAY COMMISSION

RECEIVED

RECEIVED
APR - 6 1960
FOR FILING

April 5, 1960

Banta, Silven, Horton & Young
1950 Third Street
Baker, Oregon

Attention: Mr. David C. Silven

Gentlemen:

This is to acknowledge your letter of April 1 concerning Mr. Brooks Hawley's discussion with you relative to the highway routing in the Sumpter area and his dissatisfaction with land prices offered for additional right of way.

I might point out that within the last few weeks a hearing was held in Sumpter concerning this proposed highway rerouting, at which hearing Mr. Hawley appeared and voiced his sentiments. Later, at the State Highway Commission meeting in Salem on March 11, Mr. Hawley appeared before the Commission and again voiced his objections. The route proposed by Mr. Hawley has been given careful engineering consideration and in view of the cost of improvement and the service to be rendered to the traveling public, as well as to the community of Sumpter, the Commission approved the survey following approximately the route of the existing highway.

Concerning the price offered for additional right of way, we can only point out that the offers made by the State are based on appraisals and if there is a fundamental difference of opinion as to the value of the taking, the property owner always has recourse to the courts in which the court decides the value of the property. This, of course, is in those cases where settlements cannot be effected out of court.

A copy of your letter is being forwarded to Mr. W. C. Williams, State Highway Engineer, for such action as he may wish to take.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms
cc: Mr. W. C. Williams

HAROLD BANTA
DAVID C. SILVEN
JOHN S. HORTON
THOMAS F. YOUNG

LAW OFFICES
BANTA, SILVEN, HORTON & YOUNG
1950 THIRD STREET
BAKER, OREGON
JACKSON 3-4442

NICHOLS & HALLOCK
1919-1922
NICHOLS, HALLOCK & DONALD
1923-1929
HALLOCK, DONALD & BANTA
1930-1945
HALLOCK, DONALD, BANTA & SILVEN
1946-1950
HALLOCK, BANTA, SILVEN & HORTON
1951-1954
BANTA, SILVEN & HORTON
1955-1959

April 1st, 1960

State Highway Commission
Salem, Oregon

Gentlemen:

Mr. Brooks Hawley, c/o Sumpter Stage, Baker, Oregon, has discussed with us the situation relative to the contemplated highway improvement in his area.

Among other things he advises that his suggestion relative to re-routing the highway over the dredge taillings has not been well received. Although that, of course, is an engineering problem and we are not engineers, it at least appears to be plausible suggestion, which would perhaps bear exploration. If Mr. Hawley is wrong in this view, I am sure that the proposed improvement along the existing route will meet with much less resistance only after he is shown to be wrong. From a practical, therefore, as well as a public relations standpoint, it appears to us to be advisable to have a qualified engineer from your department personally contact Mr. Hawley and go over the matter with him rather than try to cover it by correspondence, which is far from satisfactory.

Mr. Hawley also advises that you contemplate a much wider right of way than appears to him to be reasonable. Will you advise us of the width of the right of way in that area and the justification for its width?

Mr. Hawley is not satisfied with the land prices offered at this time for the additional right of way and feels that he would be damaged to a far greater extent than your representatives have thus far indicated.

We trust that we may have an early reply and that Mr. Hawley will be promptly contacted by the engineer.

Very truly yours,

BANTA, SILVEN, HORTON & YOUNG

By David C. Silven

RECEIVED
APR 1 1960
STATE HIGHWAY COMMISSION

DCS:bb
cc - Mr. Broks Hawley
c/o Sumpter Stage, Baker, Oregon

FORM E-120

COMMISSIONERS

[redacted]
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

[redacted]
ASTORIA

[redacted]
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
COUNSEL

April 4, 1960

RECEIVED
APR - 7 1960

NOTED
H. S. COX

NOTED
C. G. SWENSON

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

The Federal Aid Highway Act of 1950 provides that all projects to be constructed with Federal-aid secondary funds shall be selected "by the state highway department and the appropriate local officials in cooperation with each other." The Oregon State Highway Commission has selected the following project on state highways in Baker County for construction with that portion of the FAS funds available to the state for use on the state highway portion of the FAS System:

File

Sumpter Valley Highway (FAS 502)
Sumpter-McEwen (Part)
Grade, Oil, and Right-of-way- - - - - - - - - - - - $165,000

This amount does not come out of the county allocation and in no way affects the amount available to your county for county road purposes.

If the Baker County Court concurs in the selection of the above project please indicate so by signing the second copy of this letter in the space provided and returning same to this office. Your immediate attention to this matter would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. [illegible]

By

C. G. Swenson
Engineer, County and City Relations

BAKER COUNTY COURT

Date April 6, 1960

Leroy Lea
Judge

R. M. Phipps
Commissioner

Lee C. Knight
Commissioner

RECEIVED
APR - 1 1960
FOR FILING

March 31, 1960

Mr. Brooks Hadley
Sumpter Stage
Baker, Oregon

Dear Mr. Hadley:

Thank you for your letter of March 28. While it is possible that the drainage might be somewhat easier if the road were built in the dredge tailings, I do not believe that with modern construction we will encounter any serious problems.

I realize that the old road is extremely weak and that frost boils do occur; however, with a properly graded section with roadside ditches and cross culverts and an adequate surfacing, I doubt that serious breakup will occur.

Reconstruction of the old road would be advantageous to you in that during snow season you will have the highway plowed out to your front door, whereas if the road were relocated a considerable distance away you could have trouble occasioned by snow and drifting on the long approach that would be necessary.

I have checked with our design section and it tells me that, in general, it was necessary to acquire a minimum of 50 feet on either side of the center line to accommodate the roadway, slopes, and drainage. In certain areas, it was necessary to get additional widths due to cuts and fills.

I appreciate the fairness that you have shown re this matter and hope that you will enjoy the new road when it is completed. If you have not been contacted by a right of way agent, you will be in the immediate future.

Kindest personal regards.

Very truly yours,

W. C. Williams
State Highway Engineer

By
Forrest Cooper
Deputy State Highway Engineer

FC:fn
cc Mr. W. C. Williams

BROOKS HAWLEY

TYYNE HAWLEY

Hawley Ranch

Sumpter Valley

ADDRESS:
SUMPTER STAGE
BAKER, OREGON

NOTED
W. C. WILLIAMS

March 28, 1960

Mr. Forrest Cooper,
Deputy State Highway Engineer,
Salem, Oregon.

Dear Mr. Cooper:

If any highway officials are around this part of the state in the next week or two, it is a good time to see the roads in Sumpter valley. I still can't get over the idea that the dredge tailings are a good place to make the McEwen-Sumpter road. The present road is putting on an extra good demonstration for spring break-up, while the county roads crossing the dredge tailings show that the dredge tailings stay solid. There has been a definite mire hole on the main road, and there surely will be more. Of course the present road lacks good drainage, and maybe the new road is planned to overcome that, but just the same, it is easy to see at this time of year that the present location for the new road is nothing to brag on for a foundation. A good share of this old road is in volcanic ash soil that can really go soft for two or three feet in the spring. It has been a highway, more or less for thirty years, and it is still possible to mire down in it during spring break-up.

Thank you for your attention here and when I was to Salem, and Mr. Edwards did bear with me too. My main complaint is that I have not been convinced that the dredge tailing route has been looked into enough. I may be wrong, but I still think that the dredge tailings is the cheapest and the best place for the road. It allows a straight stretch of about three and a half miles, it ties in better with the Sumpter-Austin cut-off that can be expected to work out eventually, and it even has some novelty value to see the dredge tailings close up for remembering old times.

For our own personal reluctance to the road in the present place, no one has been around yet to make the deal on right-of-way. There is someone coming today. I hear that it is now supposed to be a 100 foot width instead of 80 feet, which I won't like, but you always have that to contend with.

Sincerely yours,

Brooks Hawley

cc Edwards
Williams

RECEIVED
OFFICE OF
ENGINEER

NOTED

RECEIVED
MAR 29 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 3 1960
FOR FILING

March 7, 1960

Oregon State Highway Commission

Enrollment

It is proposed to reconstruct the McEwan-Sumter Section of the Sumter Secondary Highway in Baker County. A hearing was held in Sumpter on February 24, and you have been furnished copies of the transcript. No opposition developed at the hearing; however, Mr. Brooks Hawley requested that consideration be given to a location somewhat southerly of the existing route through some mine tailings that are a result of gold-dredge operations in that area. This matter has been previously investigated, and it was determined that relocating of the dredge tailings would entail an additional $40,000 with no appreciable benefits.

At the hearing, Mr. Cooper asked Mr. Hawley and others whether it would be possible to close the old road if a new parallel route were built. It was the consensus that the old road would have to be left open. The traffic on this section is quite light (140 average daily traffic), and I cannot recommend constructing the parallel route.

Mr. Brooks Hawley, who has been promoting the so-called dredge tailings route, has requested an appearance before the Highway Commission and has been given an appointment on March 11 at 10:45 a.m. I assume that you will want to hear him before making a decision.

I am attaching a map on which the details of the survey are shown and recommend that the route which contemplates improving the present road be adopted and authority granted for the acquisition of the necessary right of way.

This matter will be on the agenda for your consideration at the March 10-11 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:ms

Encl.
cc Mr. Tom Edwards Mr. Walter T. Wright

FORM E-123-K 7SM 1-60

RECEIVED
APR 3 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 7, 1960

AGENDA
MAR 10 1960
4f-1

Oregon State Highway Commission

Non Access Controlled

Gentlemen:

It is proposed to reconstruct the McEwen-Sumpter Section of the Sumpter Secondary Highway in Baker County. A hearing was held in Sumpter on February 24, and you have been furnished copies of the transcript. No opposition developed at the hearing; however, Mr. Brooks Hawley requested that consideration be given to a location somewhat southerly of the existing route through some mine tailings that are a result of gold-dredge operations in that area. This matter has been previously investigated, and it was determined that relocating of the dredge tailings would entail an additional $40,000 with no appreciable benefits.

At the hearing, Mr. Cooper asked Mr. Hawley and others whether it would be possible to close the old road if a new parallel route were built. It was the consensus that the old road would have to be left open. The traffic on this section is quite light (140 average daily traffic), and I cannot recommend constructing the parallel route.

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This matter will be on the agenda for your consideration at the March 10-11 meeting.

Very truly yours,

See also 10:45 Delegation

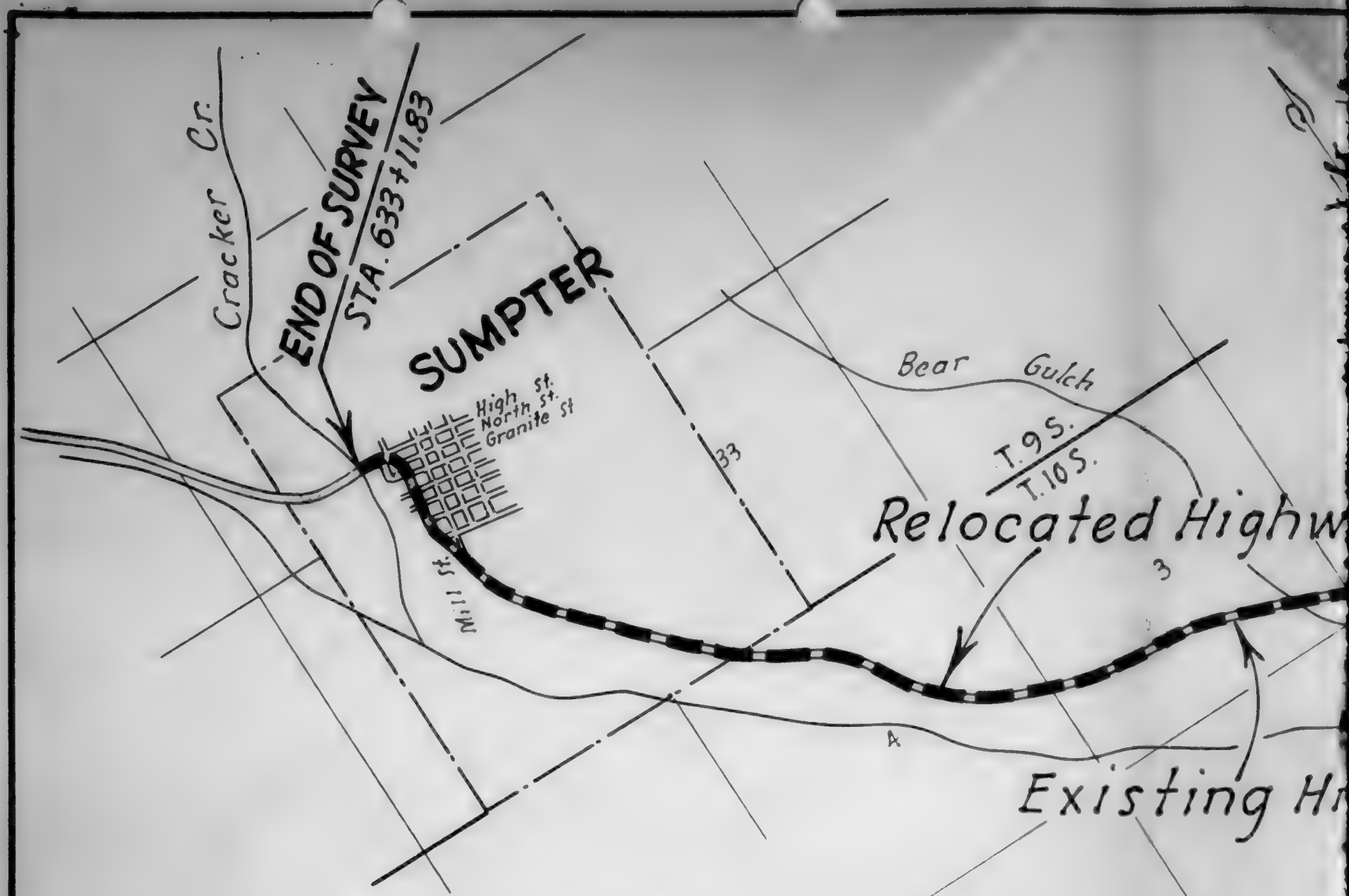
NOTED
FLOYD QUERY

W. C. Williams
State Highway Engineer

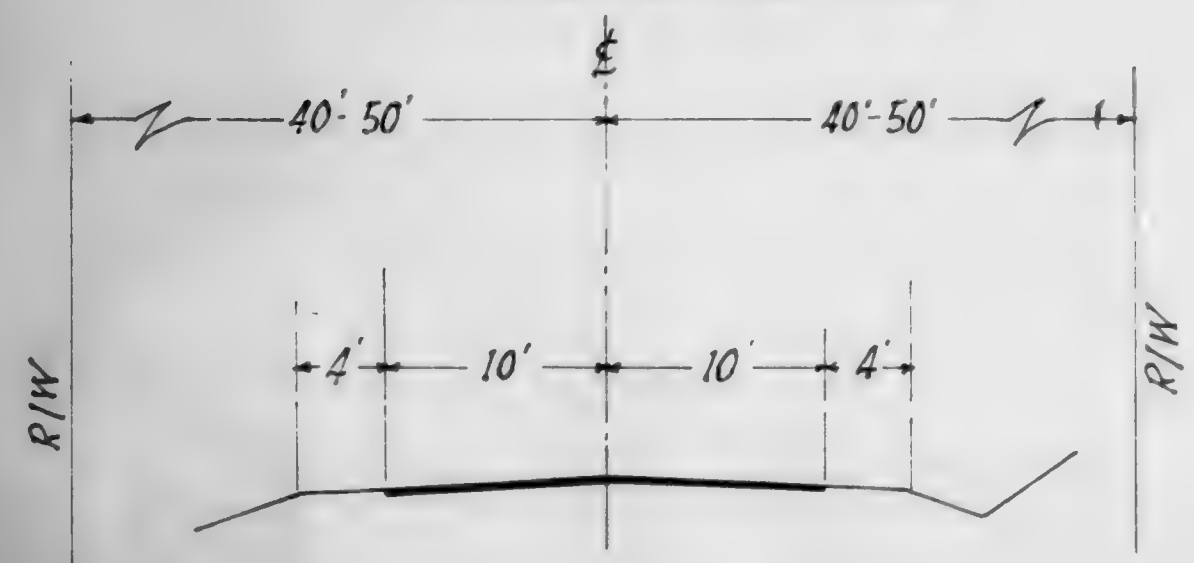
WCW:ms
Encl.

5 maps in Sumpter

SYC



TYPICAL SECTION

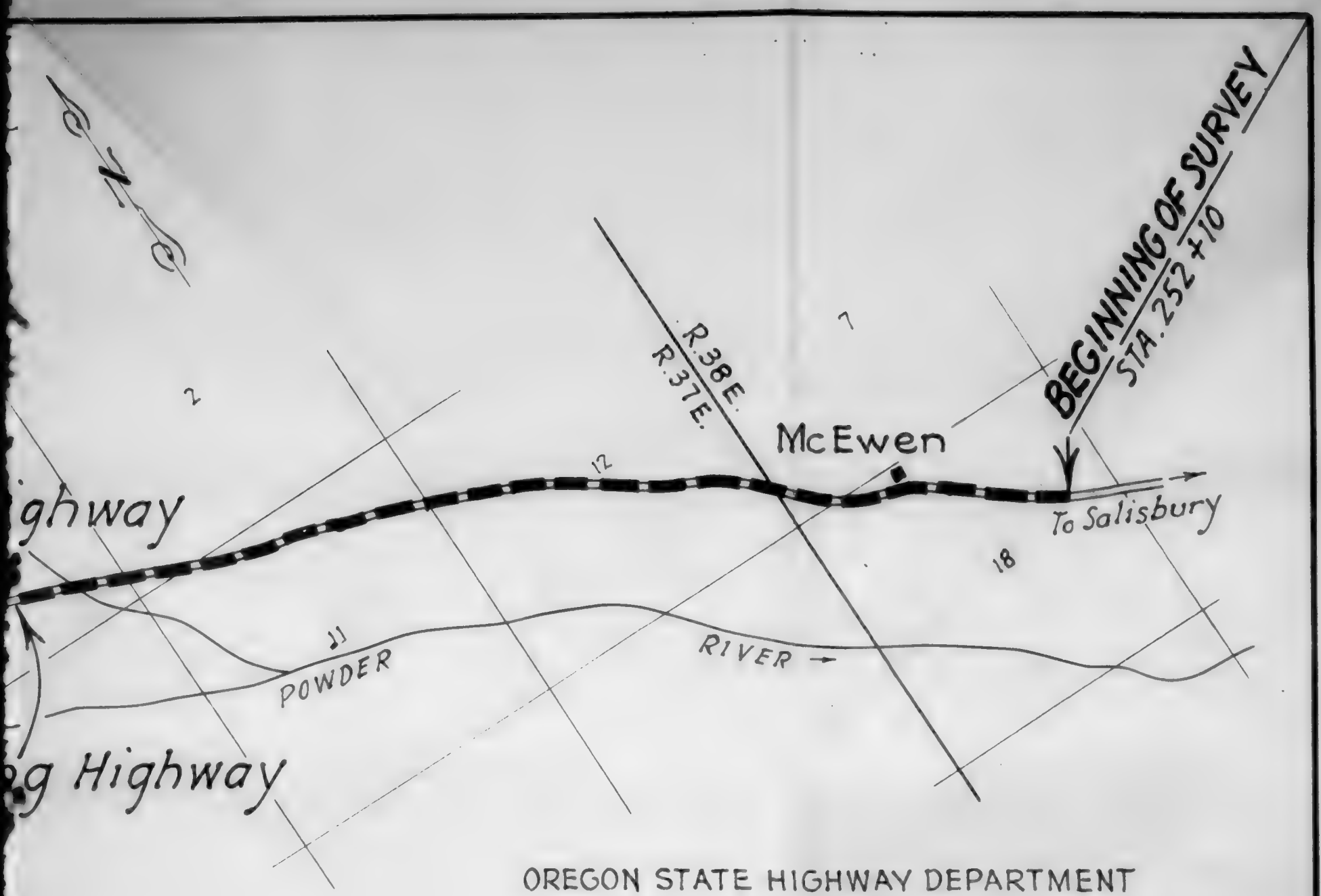


APPROVED

DEPUTY STATE HIGHWAY ENG

DATE: March

Length = 7.2



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

SUMPTER - Mc EWEN SECTION

SUMPTER VALLEY HIGHWAY

BAKER COUNTY

Scale: 2" = 1 Mi.

March, 1960

DRG. NO. 1R-3-1255

For details see Drg. No. 8B-16-13 & 8B-16-14, Dec., 1959

ROVED

WAY ENGINEER

March 4, 1960

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1960

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

I attach hereto two items from our file which delineate the difference in cost of the location chosen on the McEwen-Sumpter Section vs. the location through the dredge tailings as advocated by Mr. Brooks Hawley.

The estimate was made by Mr. Morelock and Mr. Parson based on field inspection and is supported by Mr. Wolfe's reasoning.

Tom Edwards
Construction Engineer

TE:jw

Attach.

agenda

NOTED
FORREST COOPER

RECEIVED
MAR - 2 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1960

SUBJECT: Survey Approval Map
Sumpter-McEwen Section
Sumpter Valley Highway

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

Attached are thirteen copies of the above named survey approval map with a suggested letter to the Commission.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:law

Attachments

NOTED
FORREST COOPER

RECEIVED
MAR 2 1960
FOR FILING
S-97(6)
5710

AGENDA
MAR 10 1960
10:45 DEL.

March 1, 1960

Mr. Brooks Hawley
Hawley Ranch
Sumpter Stage
Baker, Oregon

Dear Mr. Hawley:

Your letter of February 25, addressed to Mr. W. C. Williams, State Highway Engineer, concerning location of the highway route through the city of Sumpter has been forwarded to this office for reply. In your letter you ask if you may appear at the next meeting of the State Highway Commission.

Fifteen minutes of time has been allotted for you, beginning at 10:45 a.m. on Friday, March 11, in Room 418, State Highway Building in Salem.

Your letter indicates that you wish to present your viewpoint as to the advantages of constructing the road in the dredge tailings near Sumpter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: Commissioners
W. C. Williams

D

BROOKS HAWLEY

TYYNE HAWLEY

Hawley Ranch

Sumpter Valley

ADDRESS:
SUMPTER STAGE
BAKER, OREGON

February 25, 1960

Mr. W. C. Williams,

State Highway Engineer,

Salem, Oregon.

Dear Sir:

The 6 miles of rebuilding and oiling the Sumpter-McEwen section seems to be coming up for bids soon, and I still want to urge that the road be made in the dredge tailings.

Yesterday I was to the highway hearing at Sumpter and got in the tape recording.

Could I come to a meeting of the Highway Commission?

I feel that the tailings have not been considered enough. All I talk to here think the road can be made cheaper in the dredge tailings, and best too. Loggers and cat drivers who have experience with dirt moving consider that to be a very easy place to build up a gravel base as thick as needed.

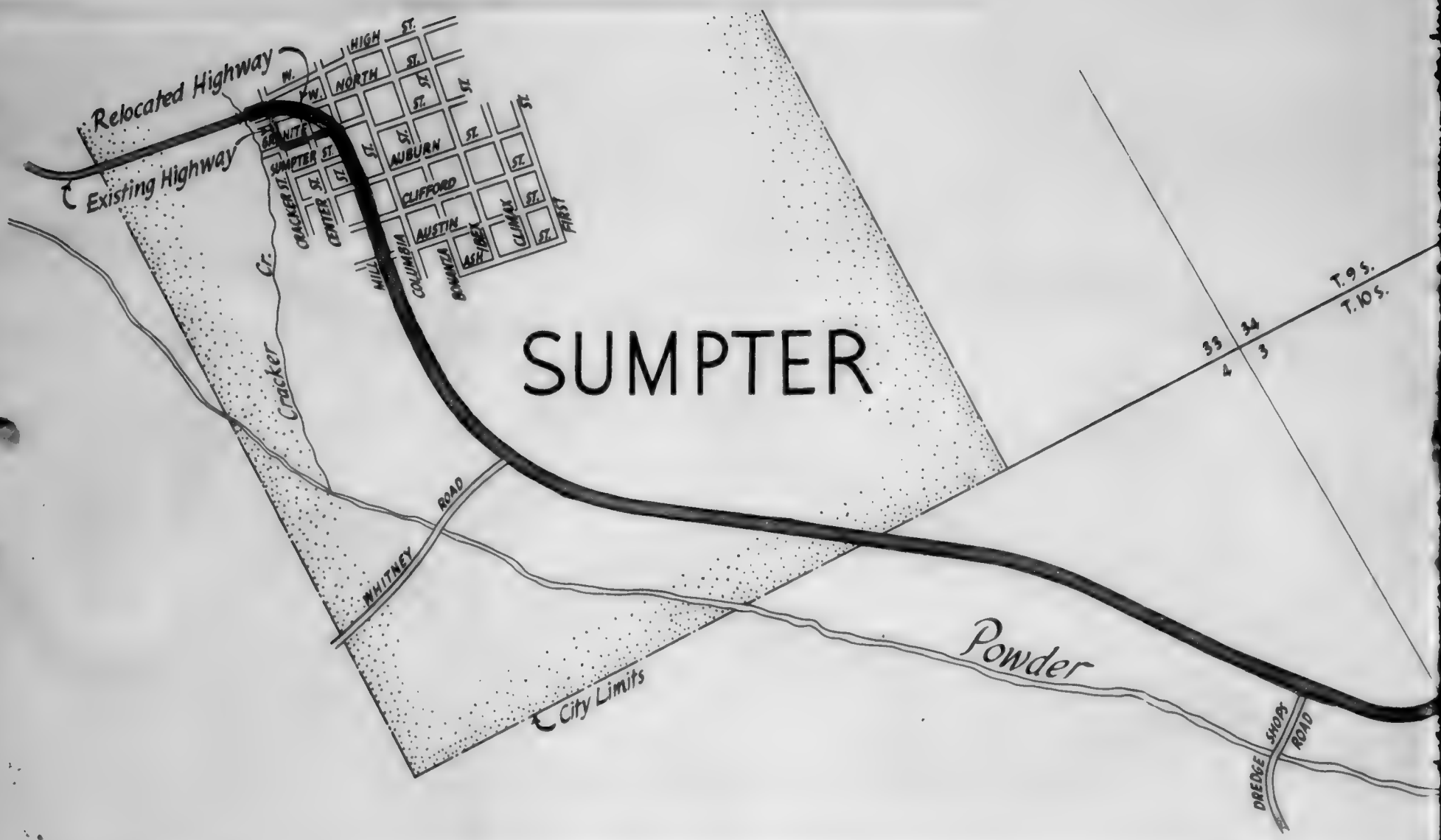
Sincerely yours,

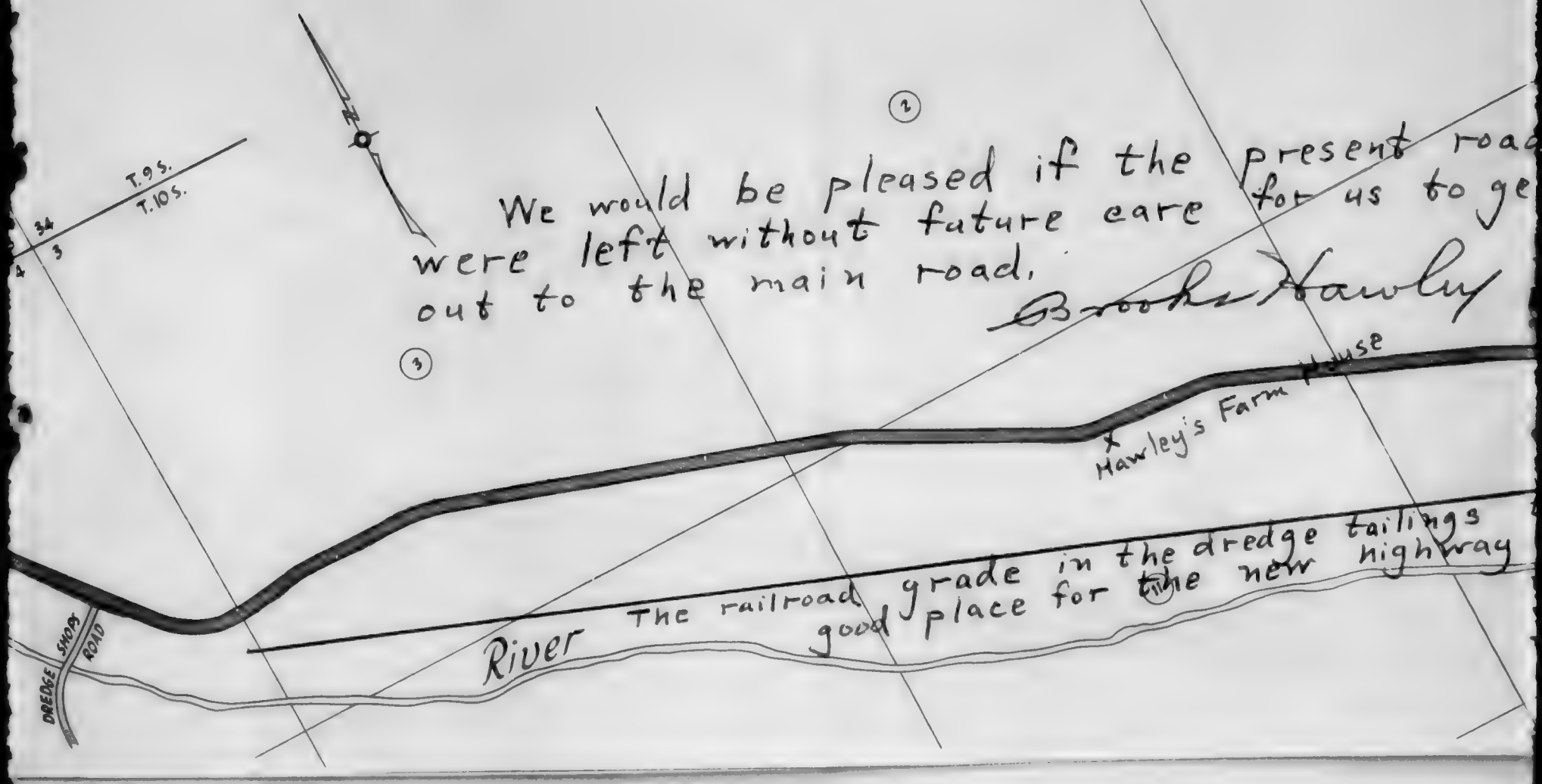
Brooks Hawley

RECEIVED

RECEIVED
FEB 26 1960
STATE HIGHWAY

1 Hawley Ranch
and dredge tailings
below Sumpter


Relocated Highway
Existing Highway
HIGH ST.
NORTH
W.
SUMPTER ST.
CRACKER ST.
CENTER ST.
AUBURN
CLIFFORD
AUSTIN
COLUMBIA
BONANZA
ASH
CLIMAX
FIRST
MILL
Cr.
Cracker
SUMPTER
T. 9 S.
T. 10 S.
33
34
4
3
WHITNEY ROAD
City Limits
Powder
DREDGE SHOPS ROAD

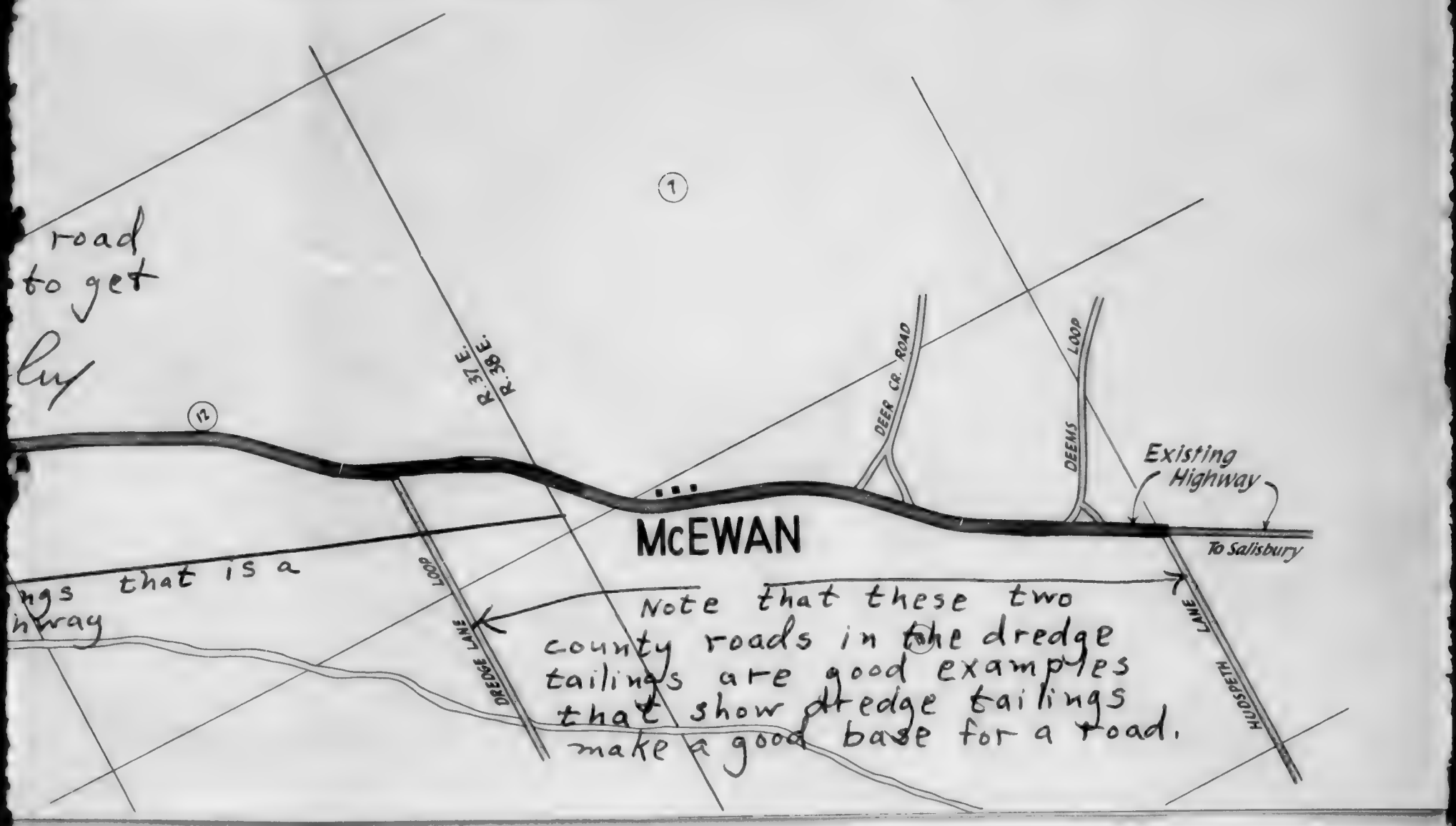


We would be pleased if the present road for us to get out to the main road.

Brooks Hawley

The railroad grade in the dredge tailings would be a good place for the new highway

road
to get
ly



ngs that is a
hway

Note that these two county roads in the dredge tailings are good examples that show dredge tailings make a good base for a road.

X marks our farm house.

Brooke Hawley,
Sumpter Stage,
Baker, Oregon.

1880

RECEIVED
JAN - 3 1960
FOR FILING

BROOKS HAWLEY

ADDRESS:
SUMPTER STAGE
BAKER, OREGON

TYYNE HAWLEY

Hawley Ranch

Sumpter Valley

REFERRED TO
Cooper
by State Highway Engineer

January 27, 1960

Mr. W. C. Williams,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Williams:

1956 Last summer I wrote to you on this same subject and I appreciate your reply of August 4th, but I want to again recommend putting the McEwen-Sumpter section of the highway on the dredge tailings.

You say it would cost more to make the road in the tailings. We are sure that it is the best and the cheapest place. The side county roads that at present cross the tailings show that it makes a solid well drained base that stays put. If the road is rebuilt on the old location a lot of those same tailings are likely to be hauled over to make a foundation. The tailings already have the base right there which is more than this road now has.

You say the tailings won't do for the surfacing. That is so, but either place the road is made the surfacing material will have to be hauled several miles from some other source.

You say the present location does the best for those who live on the road. James Howard has recently acquired the farm next to us. These two farms are all there is on the McEwen-Sumpter section, and both of us prefer the road to be on the tailings.

Baker, Prairie City, and John Day chambers of commerce have been looking into this shorter route between Baker and Austin as you have no doubt heard, and although nothing can be expected very soon, this McEwen-Sumpter section should be considered in relation to a possible through road. The location in the tailings would line up all the better for a road leading over the mountain, likely the Huckleberry pass where the railroad was. The road in the tailings would be an extra safe road for increased travel. About 3½ miles of it could be perfectly straight.

The enclosed snapshot from an airplane map indicates that the abandoned railroad grade through the tailings is a good place for the road.

Of course, if you give us an oiled road past our front door as well as about three miles of our land we aren't going to complain and then it will continue to be only 50 feet to the mailbox and a snowplowed road, but the tailings is just naturally the right place for it.

RECEIVED
JAN 29 1960
STATE HIGHWAY COMMISSION

Sincerely yours,

Brooks Hawley

RECEIVED
AUG 6 - 1959
FOR FILING
S.977(6)
5710

August 4, 1959

1356

Mr. Brooks Hawley
Sumpter Stage
Baker, Oregon

Dear Mr. Hawley:

Referring to your recent letters regarding the location of the Sumpter Valley Highway just easterly from the town of Sumpter, I wish to advise that the possibilities of an alternate location through the dredge tailings were considered and abandoned in favor of improvement of the existing route. Our studies indicate additional cost for the "tailings" route, and, in addition, it would be necessary to provide service along the old road even though a new road were constructed. A possible alternate would be to build connecting roads between the alternate location and the existing facility; however, these would add considerably to the cost and nothing to the service.

The existing road has good grade and alignment and would not be difficult or costly to improve to an acceptable standard. Constructing a road through the dredge tailings would require considerably more grading work than improvement of the existing facility, and the tailings themselves are not satisfactory as a surfacing material due to the presence of clays and silts intermixed with the gravel.

There is no reason why the present road, with minor improvements and hard surfacing, will not be entirely adequate for the present and future traffic.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn mc

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. F. Parsen

EIVED
5 - 1959
FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1959

NOTED
W. C. WILLIAMS

To: Mr. Tom Edwards
Construction Engineer
O f f i c e

SUBJECT: Comparison, Location and Tailings Routes
McEwen-Sumpter Section
Sumpter Valley Highway

Attached is a Memo to the Files as dictated to your secretary by Mr. Morelock over the phone this date. In discussing this with Morelock further it would appear apropos to add a few items:

1. The abandoned railroad grade across the tailings cannot be utilized fully due to the fact that there is either a telephone or a power line along this abandoned railroad which would necessitate the moving of a considerable number of poles at an increased additional cost.

2. Morelock also pointed out to me that, after investigating this in the field in the company of Parson and Laughlin, it appeared that we would be tangling with a system of irrigation ditches.

3. Further, the possibility of two crossings of the Powder River, which appear on the Aerial pictures but which they were unable to get to in the field, or a rather extensive channel change.

4. Mr. Morelock indicated to me that his costs of earthwork were based on the belief of both Mr. Parson and himself that a line through the tailings would require extra compaction and they used a figure of $0.35 per yard for this excavation.

5. He further indicated that the realignment of the present facility averages approximately 18,000 cubic yards per mile, whereas on the so-called tailings route they estimated 2.8 miles at 20,000 yards per mile, 1.7 miles at 25,000 yards, per mile, and 1.8 miles at 30,000 yards per mile and the possibility of some further rock excavation on the end near Sumpter.

W C W

NOTED

6. The fencing estimate is based on the fact that the existing facility is fenced and it is assumed that the facility across the tailings would likewise have to be fenced.

Other items in his report are, I believe, self-explanatory.

In view of these facts, I believe that the cost of a detailed investigation of this route is not justified and that the proper decision has been made to improve the existing facility. Unless I am otherwise instructed, I will continue on this basis.

Victor D. Wolfe
Chief Locating Engineer

VDW:jw

Attach.

cc Forrest Cooper

RECEIVED
JUL 31 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—3014—2-59—18190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 30, 1959

To: MEMO TO THE FILES

SUBJECT: Comparison, Location and Tailings Routes McEwen-Sumpter Section

This is a comparison of a proposed route through the dredging tailings on the Powder River bottom with the location McEwen-Sumpter underway in the field. I will refer to them as the "location" and the "tailings".

The location route is 7.3 miles, the tailings route 7.2 miles. The suggestion previously that improvement of this section would be a part of a future extension to the John Day Highway is not true with reference to this section. Reconnaissance previously made called for two alternate routes, the nearest of which leaves the location underway at McEwen, with the two routes discussed here serving only as connections to the town of Sumpter. Comparison of the tailings and location routes with reference to earthwork shows the cost in excess for the tailings route through the following items:

Earthwork	- $19,000
14 acres bottom land	- $ 1,400
4 miles of fence	- $ 6,000
1½ miles of connecting roads	- $12,000

With a 20 per cent allowance this adds up to $46,000.

Victor D. Wolfe
Chief Locating Engineer

By

J. E. Morelock
Ass't Chief Locating Engineer

JEM:jw

BROOKS HAWLEY

TYYNE HAWLEY

Hawley Ranch

Sumpter Valley

REFERRED TO Cooper
By State Highway Engineer

SUMPTER STAGE
BAKER, OREGON

PLEASE RETURN TO
FORREST COOPER

July 16, 1959.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. W. C. Williams,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Williams:

My topic is to urge that in the present road surveying here where we live that the advantages of locating the road in the dredge tailings be looked into. A few weeks ago under a McEwen Lodge letterhead I was mentioning this, and I would like to add to it.

Mr. Stratten started this survey last winter on the section from McEwen to Sumpter, following the present highway in general, to be an oiled road. Just now Kavin Laughlin is being put in change of this survey to finish it. I was talking to him yesterday. He says that he favors looking into the location on the dredge tailings, but that so far no one higher up approves of this.

The talk is that this present location best serves the local people. At the most there are only three houses including us on this section of road. Of the other two, one is only used as a summer cabin over week ends and the other is a very marginal farm that at present is up for sale and already has a cross road near that would connect it to a road in the tailings.

If the road were in the tailings we might be off of the road a quarter of a mile, and there would be different advantages to us either place the road is put. Especially if in future years this becomes a through road as to the John Day with considerable traffic we would be all the more pleased to be off of the road a little.

I am sure that the road can be build cheaper and better in the tailings. It would not be necessary to make a complete survey through the tailings to get an estimate on this. The tailings are very much the same the whole length and sizing up any quarter mile section would be enough for making a decision. O. E. Coombs who bossed the dredge for many years and lives retired at Baker knows all about the tailings, or Floyd Carpenter of the Sumpter Valley railroad could report how it worked when the railroad was put in the tailings on this same section.

Sincerely yours,

Brooks Hawley

RECEIVED
JUL - 1959
FOR FILING

Secretary
BROOKS HAWLEY
Sumpter Stage
BAKER, OREGON

McEWEN LODGE NO. 125 A.F. & A.M.
Stated Communications
First and Third Wednesdays Each Month
SUMPTER, OREGON

PLEASE RETURN TO
FORREST COOPER

July 5, 1959

REFERRED TO
Cooper
By State Highway Engineer

Mr. W. C. Williams,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Williams:

We wish to thank you that work is in progress on rebuilding and oiling 3 more miles of our highway No. 220 from Sumpter to Baker. We have written to you before urging just such a piece for the next bit.

We are also interested that surveying has been done for a stretch next to Sumpter. Personally, even though it would put our ranch a quarter mile away from the pavement, I wonder if it shouldn't be looked into to put the road out in the dredge tailings on this Sumpter end. Before the railroad quit, several miles of the railroad was relocated into the dredge tailings and it seemed to hold up good. It might be the cheapest place to make it with all that gravel to work with, and several miles of it could be perfectly straight.

Another thing that we are thankful for is the chloride treatment to hold down the dust in the meantime.

RECEIVED
JUL 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely yours,

Brooks Hawley

NOTED
P. M. STEPHENSON

FORM E-199

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 29, 1959

NOTED
C. G. SWENSON

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

NOTED
Harold C. Ayers

RECEIVED
FEB 11 1959

Baker County Court
Courthouse
Baker, Oregon

NOTED
JOHN D. GRAHAM

Gentlemen:

The Federal Aid Highway Act of 1950 provides that all projects to be constructed with Federal-aid secondary funds shall be selected "by the state highway department and the appropriate local officials in cooperation with each other." The Oregon State Highway Commission has selected the following projects on state highways in Baker County for construction with that portion of the FAS funds available to the state for use on the state highway portion of the FAS System:

Sumpter Valley Highway (FAS 502)
McEwen-Sumpter Section
Grade & Oil. $200,000

Baker-Homestead Highway (FAS 505)
Halfway-Copperfield Section. .
Oil. $120,000

This amount does not come out of the county allocation and in no way affects the amount available to your county for county road purposes.

If the Baker County Court concurs in the selection of the above project please indicate so by signing the second copy of this letter in the space provided and returning same to this office. Your immediate attention to this matter would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

BAKER COUNTY COURT

Date Feb 6, 1959

Judge

Commissioner

Commissioner

103-1076 Rock Cr. Sec. of Black. 1960
Hwy. (Grad. & Pav.)
#5711

RECEIVED
OCT 13 1960
FOR FILING
103-1076
5711

October 12, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

StateHighway contract #5711 for grading-paving the Rock Creek Section of the Clackamas Secondary Highway in Clackamas County was completed by the contractor, Charles T. Parkey Const. Co., on August 15, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $1,598.80 will be released to the contractor on or after October 22, 1960. The total contract amount is $54,943.62, of which amount $673.97 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
609 Wood Bldg.,
Portland 4, Oregon

RECEIVED
SEP 20 1960
FOR FILING
1073-1074
3711

September 19, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Charles T. Parker Construction Co., on contract #5711 for grading-paving the Rock Creek Section of the Clackamas Secondary Highway in Clackamas County.

This payment, in the amount of $3,423.00, will be released to contractor on or after September 29, 1960. The retained percentage is $1,629.00.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

Form E-1a (Rev.)

103-1076

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 26, 1960

Section Rock Creek

Highway Clackamas County Clackamas

Contractor Chas. T. Parker Co.

Date of contract June 2, 1960

Date work started June 10, 1960

Project authorization . . . . . $ 56,864.81
Exclusive of engineering . . . . $ 52,821.09

Engineering authorization . . . . $ 4,043.72

Engineering cost to date $ 4,418, 109 %

Kind of work Grading & Paving

Section prefix 103-1076

Contract number 5711

Specified work days 77

Work days used ~~51~~ 42

Per cent of time elapsed 66 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 54,730

Estimated per cent overrun . . . . . 3.6 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed Aug. ~~26~~ 15, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	-	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Monday through Thrusday - no work done by contractor.

Today (Friday) the contractor is completing all the minor unfinished items requested by the Division Engineer and myself e.g. - fill low sag in ditch, set a few additional sight posts, and spread 1 load of 1/4"-10 on oil shoulders.

NOTED
JOHN R. CAKES

NOTED
JOHN R. CAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 29 1960
NOTED-- CE PCE ACE COE

Signed [signature]

Address Portland 2,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.38	0.38			0.38
Miles partially completed					
Miles completed	0.38	0.38			0.38
Total estimated quantities (contract)	7100	7300			1200
Total quantities corrected to date	10,152	6615			1275
Estimated quantities moved or placed to date	10,152	6615			1275
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1 (1 day clean up work)			
Hours per shift		8			
Average force on project for week		3			
Men	1				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons	1				
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	"		
Wednesday	Showers		
Thursday	Cloudy AM Showers PM		
Friday	Cloudy		
Saturday			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.38	0.38			0.38
Miles partially completed					
Miles completed	0.38	0.38			0.38
Total estimated quantities (contract)	7100	7300			1200
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Number shifts per day		1 (1 day clean up work)			
Hours per shift		8			
Average force on project for week		3			
Men	1				
Supervision	1				
Men and trucks under 3 tons					
Men and trucks over 3 tons	1				
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	"		
Wednesday	Showers		
Thursday	Cloudy AM Showers PM		
Friday	Cloudy		
Saturday			

CON MIL 243 8-30-60 1020A

E A PEASE

RE ROCK CREEK SECTION CONTRACT 5711, THE PROJECT WAS COMPLETED ON AUGUST 15TH AS INDICATED ON SECOND NOTIFICATION WITH 42 DAYS USED. THE WEEKLY REPORT INDICATION OF WORK DAYS USED IS INCORRECT.

W J SCOFIELD
W :,.

.PDM
MIL CON 212 8-29-60 3:35

W J SCOFIELD

ON AUGUST 15 YOU SUBMITTED SECOND NOTIFICATION ON ROCK CREEK CONTRCT 5711 SHOWING AUGUST 15 AS COMPLETION DATE WITH 42 DAYS USED. YOUR WEEKLY REPORT FOR AUGUST 1// 26 SAYS JOB COMPLETED AUGUST 26 WITH 51 DAYS USED. WHICH IS CORRECT? IF LATTER DATE, SUBMIT SECOND NOTIFICATION.

PEASE

DBO$.

RECEIVED
JUN 21 1960
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

103-1076

5711

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 21, 1960

Charles T. Parker Construction Co.,
P. O. Box 7588
Portland 20
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5711, awarded June 2, 1960, for grading-paving the Rock Creek Section of the Clackamas Secondary Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
1960
FOR FILING

103-1076

711

June 17, 1960

Oregon State Highway Commission

Gentlemen:

At 8:00 a.m. on June 14, 1960, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Clackamas Highway west of the community of Carver.

Your concurrence is recommended in the establishment of a 35-mile-per-hour construction speed zone on the Clackamas Highway, No. 171, between M.P. 7.2 and M.P. 8.1. This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. P. M. Stephenson
Mr. F. B. Crandall

RDC:pk ae

FORM E-188-X 50M 6-59
RECEIVED
1960
FOR FILING
103 1076
5711

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 14, 1960

Captain Farley E. Mogen
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Sir:

Effective 8:00 A.M., Tuesday, June 14, 1960, a 35 MPH construction speed zone was established on the Clackamas Highway, west of the community of Carver between M.P. 7.2 and M.P. 8.1.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

RSC:pk
bcc: G. S. Paxson

STATE
G. S. PAXSON

RECEIVED
APR 1 6 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1960
FOR FILING

103-1076
5711.

1426

CHARLES T. PARKER CONSTRUCTION CO.

GENERAL CONSTRUCTORS

P. O. Box 7268
6457 N. E. Columbia Blvd.
Portland 18, Oregon

May 12, 1960

Mr. W. C. Williams, State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Dear Sir:

Referring to your letter of May 11, 1960, concerning bid submitted on April 19th in the amount of $49,946.50 for the Rock Creek Section of the Clackamas Highway.

It is entirely satisfactory with us that you extend the awarding time to 45 days or to June 1, 1960, as requested due to unforeseen difficulties in securing the necessary right-of-way.

Yours very truly,

CHARLES T. PARKER CONSTRUCTION CO.

By _____
V. E. Woolcutt

VEW:dmb

Original
to Porter

RECEIVED
MAY 12 1960
FOR FILING
102-1076
5711

May 11, 1960

Charles T. Parker Construction Co.
P. O. Box 7580
6457 N. E. Columbia Blvd.
Portland 20, Oregon

Gentlemen:

On April 21, 1960, the Highway Commission accepted your bid in the amount of $49,946.50 for the Rock Creek Section of the Clackamas Highway. This is the bid that you submitted on April 19. The Commission directed that the contract be awarded as soon as the right of way was acquired, however due to unforeseen difficulties in securing the necessary right of way, we ask that you extend the time for awarding from the specified 30 days to 45 days. This will advance the deadline date from May 19 to June 3.

If this is satisfactory, will you kindly advise us by return mail.

Very truly yours,

W. C. Williams
State Highway Engineer

RLP:sw
cc: Tom Edwards

RECEIVED
MAY 3 - 1960
FOR FILING
10-3-1076
5711
1636

April 28, 1960

Mr. A. N. Tucker
Route 1, Box 127
Clackamas, Oregon

Dear Mr. Tucker:

Reply is made to your letter of April 11 posing certain questions about improvement of the Rock Creek Section of the Clackamas Highway. They are answered in turn as follows:

1. Our staff made a complete geophysical investigation concerning the location in relation to the Clackamas River cliff which you mention. Investigation revealed that a distance of 50 feet was safe. An additional 10 feet was used for added insurance. The center line is 60 feet from the cliff and is on firm ground.

2. Study was made of the gulch you mentioned. It was determined that it would be cheaper to take corrective action at this point than to widen the existing roadway off center when future widening becomes necessary.

3. The right-of-way line has been reduced to a minimum. Ten feet will be taken from your property. This is the same amount as will be taken from the property on the opposite side of the road.

4. The revision in the line such as you suggest would result in the discarding of a considerable length of the existing highway and would be more expensive than the present plan.

5. The right-of-way line has been revised as indicated under Item 3 above.

6. The advertising for bids for highway improvement is a preliminary step. It may be done before or after right of way is secured, but in no case is a contract awarded until the property is available to the contractor.

The location as now planned will be final for the foreseeable future, there not now being any plans to build a super highway along this route. The right-of-way line as established will remain throughout the length of this project, but will be extended east and west to adjacent property at later dates as improvement of adjacent sections becomes necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

TE:jw ae

ae Mc Doer

RECEIVED
APR 25 1960
FOR FILING

April 22, 1960

Mr. A. N. Tucker
Route 1, Box 127
Clackamas, Oregon

Dear Mr. Tucker:

This is to acknowledge your letter of April 18 addressed to Mr. H. B. Glaisyer concerning the effect on your home of highway improvement on the Rock Creek Section of Clackamas Secondary Highway.

Bids were received on this project on April 19. Your letter is being forwarded to Mr. W. C. Williams, State Highway Engineer, for his consideration.

The improvement and relocation of highways is a difficult task and the people who make the decisions in these things must be guided by what is best for the traveling public, considering of course the cost of the improvement as well as its physical features.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: W. C. Williams

Route 1, Box 127,
Clackamas, Oregon
April 18, 1960

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission
Salem, Oregon

Subject: Rock Creek Section Project
on Clackamas Highway

Dear Mr. Glaisyer:

I am enclosing a copy of my appeal and recommendations to the State Highway Engineer which I sent April 11. In this letter I have asked for a reconsideration of the location of the highway, requesting that it be moved about 20 feet north of the present plan so that 20 feet of additional right of way would not have to be taken off of our home. This is explained in item 4 of the enclosed letter.

The additional right of way on our side would probably result in an expensive condemnation suit for our entire home. We do not believe that this is necessary in view of the level, open field on the other side of the road. I am enclosing a small picture of the house, which was taken a few years ago before the landscaping was developed, to give you an idea of what is involved. There are four acres with it, part of which is on a lower level along the river. There is a limited area available at the level of the house.

We are of the opinion that the State Highway Commission does not wish to make unnecessary investments in home property or reduce a valuable home unless it is needed. It was announced in the Oregonion of April 5 that bids would be opened on this project April 19. For these reasons we are sending this appeal to you with the hope that you will review this project.

We are sending this same letter to you and Mr. M.K. McIver in case one is out of town.

We would greatly appreciate knowing your opinion of this case.

Sincerely yours,

A. N. Tucker

A. N. Tucker

ANT/mh
Enc.

Route 1, Box 127
Clackamas, Oregon
April 18, 1960

Mr. M. K. McIver
Member Oregon State
Highway Commission
Commerce Investment, Inc.
Commerce Building
Portland, Oregon

Subject: Rock Creek Section Project
on Clackamas Highway.

Dear Mr. McIver:

I am enclosing a copy of my appeal and recommendations to the State Highway Engineer which I sent April 11. In this letter I have asked for a reconsideration of the location of the highway, requesting that it be moved about 20 feet north of the present plan so that 20 feet of additional right of way would not have to be taken off of our home. This is explained in item 4 of the enclosed letter.

The additional right of way on our side would probably result in an expensive condemnation suit for our entire home. We do not believe that this is necessary in view of the level, open field on the other side of the road. I am enclosing a small picture of the house, which was taken a few years ago before the landscaping was developed, to give you an idea of what is involved. There are four acres with it, part of which is on a lower level along the river. There is a limited area available at the level of the house.

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We are sending this same letter to you and Mr. H. B. Glaisyer, in case one is out of town.

We would greatly appreciate knowing your opinion of this case.

Sincerely yours,

A. N. Tucker

A. N. Tucker

ANT/cm
Encl.

PLEASE RETURN TO
FORREST COOPER

Route 1, Box 127,
Clackamas, Oregon
April 11, 1960

Mr. W. C. Williams,
State Highway Engineer
Salem, Oregon

Subject: Rock Creek Section on
Clackamas Highway.

Dear Mr. Williams:

For the last 12 years we have lived at the east end of the subject highway improvement project which we understand is now getting under way. During all of that time we hoped that this work would be performed. We did not think it would ever be done the way it is planned now.

We believe that the location of the revised highway on the present plan is erroneous and short-sighted for the following reasons:

1. The present plans show the center of the new road to be only 60 feet from the edge of an eroding cliff which drops 125 feet straight down to the Clackamas River. This is just west of our property, but not on our property. We believe this proximity to the cliff is an unnecessary hazard to the public when there is an unlimited, open field on the other side of the road. I earnestly recommend that the highway be located farther north, at least 100 feet from the cliff. This would only bring the road to the farthest north part of present curve. Many people who use this road agree with me. I recommended this in a letter to Mr. Skelton on April 22, 1957, which you kindly acknowledged in your letter of May 24, 1957.

2. At the east end of our property, and on our property, there is a deep gulch sloping sharply down from the highway. I believe this will be difficult and expensive to fill or bridge for an extension of a 50 foot right of way on our side. About 1948, we gave an easement to the State to partially fill this gulch with large rocks because of heavy erosion from the small stream flowing out of the culvert under the highway. When I talked with one of the men from the Portland district, he did not seem to know that the gulch was there. Therefore I would like to know whether the planners knew about this gulch when the new center-line of the road was located.

3. The new plan shows an additional 20 feet of right of way off of our property ending about where our garage is. When extended, this 50 foot right of way line will take out our garage, pump house, pump, 85' well and a small cabin.

I don't know what the intention is for now, but whether the 50 foot line ends at the garage, or is extended across the whole property, the effect will be to reduce the resale value of our property to a low value now.

The 50 foot right of way line will take out the above outbuildings, put the highway close to our back door, cut 20 feet off of our front yard, and cut 20 feet off of two home sites just west of our house. It will greatly reduce the resale value of the house, which has 2600 square feet of first class construction, and render the two home sites too small to be used. The additional 20 feet of right of way would reduce the value of our property from a present high one to a low one. It would result in an expensive condemnation suit for the State which may cost considerably more than was estimated in planning the new center line.

4. Items 2 and 3 above mean increased cost to the State, besides greatly damaging a family's home. Item 1 above means possible trouble for the public and the State. These do not seem necessary when there is an unlimited, level, open field on the north side of the road. If the new center line was diverted gradually north from the old one at about the Weighing Station and brought west across the open field so that it would be at least 20 feet north of the present center line at our property, this would not interfere with any valuable buildings and would serve the public and the State better. It would largely reduce the hazard near the cliff, reduce the cost of spanning the gulch in item 2, and eliminate an expensive condemnation suit for our property.

5. The present plans show a 10 foot increase in right of way on the north side of the road, which is the inside of the curve and where there is a level, open field. The plans show a 20 foot increase in right of way on the south side where our property is, on the outside of the curve, which partially ruins a valuable home and pushes the highway in the direction of the two sharp drop-offs at each end of our property.

6. The following irregularities, besides above items 1 to 5, make us believe that the planners of the revised highway location did not have available all the facts about this project, or did not have an opportunity to carry them through. I have no complaint about the men in the Highway Department I talked with. They are all doing their job well as far as I know.

a. We understand that bids were advertised for before the right of way on our property was obtained. We have not been approached for right of way yet.

b. The first men who came out and told us about this job said they thought our property was owned by some lumber company.

c. When another group of men were out here, one of them said he didn't know our garage was there, just outside the present 30 foot right of way line.

d. One representative of the Highway Department whom I talked with did not know that the gulch in above item 2 was there.

e. If the proposed 50 foot right of way stops at our garage, with the suspense of continuing the right of way and taking out the pump and outbuildings at an unknown date, this would make an impossible situation for us.

f. If a 20-foot buldged-out right of way was cut across our front yard and buildings, and not on adjacent property, it would appear as an unattractive monument to the State Highway Department to the motoring public. We have been told by many of the regular passers-by that this is a rather attractive place.

Perhaps the present plan for the revised location of the highway is the cheapest and easiest way as far as the curved part of the highway is concerned, but it will not be cheap to condemn our property or bridge the gulch mentioned in the above item 2.

We will need the following information in order to talk with the right of way department when they come:

A. Will the location of the highway as constructed now be the final location in the foreseeable future?

B. Might they move the highway farther north later and build a bigger road or super highway?

C. Will the right of way lines you establish now remain for the foreseeable future?

D. Will the right of way lines you establish now on our property be extended east and west to adjacent property later?

To show that we have cooperated with the State, I would like to mention that in 1948 we dug a ditch across the west end of our property which drains water from a culvert under the highway. We also cooperated in the easement mentioned in item 2 above.

We believe that the above information is justification to appeal to you to reconsider the location of the highway at the subject project and move it farther north. We do not believe that we can obtain the complete answers from any other office.

We request that the Highway Department correct or explain the above six points, and supply us with the requested answers to the four questions.

Sincerely yours,

A. N. Tucker

A. N. Tucker

ANT/cm

RECEIVED
APR 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1960
CARSON
STATE

RECEIVED
APR 21 1960
FOR FILING
103-1076
5711

April 20, 1960

Oregon State Highway Commission

Gentlemen:

Our survey has been completed on the Rock Creek Section of the Jacksonville Highway. I am attaching a map for your information. The length of this section is 0.37 mile, and I recommend your approval of the survey and authorization to purchase the necessary right of way.

This matter will be on the agenda for your consideration at the April 21-22 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

DJB:jk mc

Enclosure

cc Mr. Tom Edwards
Mr. Walter Wright

FORM E-30 80M 7-6/ 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18,1960

SUBJECT: Survey Approval Map
Rock Creek Section
Clackamas Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
B U I L D I N G

Attached are 11 prints of the above named survey approval map for submission to the Commission.

I am informed by the Right-of-Way Division that the existing road and rights of way were taken over from Clackamas County and we have never had commission action on this section of highway. I feel that some of the property will have to be condemned. It is much simplier if commission action has been taken.

Also attached is a suggested letter to the commission.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:jk

Attachments

RECEIVED
APR 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

T. 2 S., R. 2 E., W. M.

BEGINNING OF SURVEY
STA. 391+11.47

END OF SURVEY
STA. 410+98.14

Existing Highway

11 — 12

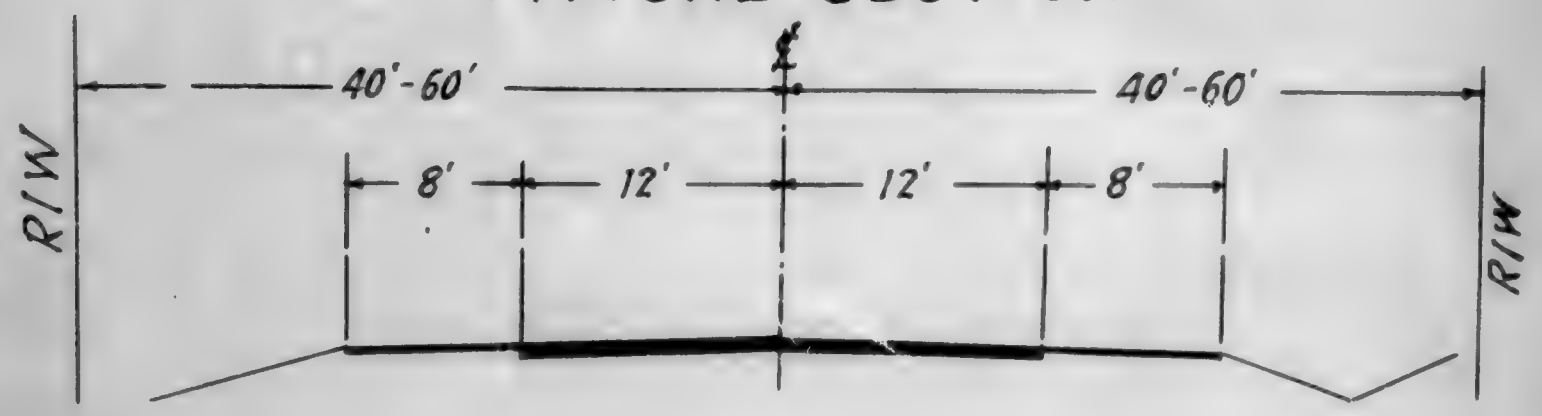
To Clackamas

Relocated Highway

CLACKAMAS

DEPUT

TYPICAL SECTION



END OF SURVEY
STA. 410+98.14
411+46.25

12

ORE. 212

To Boring →

Rock Cr.

To Estacada →

RIVER

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ROCK CREEK SECTION

CLACKAMAS HIGHWAY

CLACKAMAS COUNTY

Scale: 1" = 400' April, 1960

DRG. NO. 1R-5-1389

For details see Drg. No. 6B-34-8, July, 1949

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

April 18, 1960

DATE

1-3307 Farewell Bend St. Park 1960
Facilities

#5712

RECEIVED
APR 4 1961
FOR FILING
1-3307
5712

April 4, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5712 for building construction in the Farewell Bend State Park on the Old Oregon Trail in Baker County was completed by the contractor, Edwin Thompson, on August 30, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $1,253.31 will be released to the contractor on or after April 14, 1961. The total contract amount is $15,717.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Insurance Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Mr. Edwin Thompson
619 East Florence
Stayton, Oregon

OREGON STATE HIGHWAY DEPARTMI

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/16/60	ee 652		327-1717-295

NC H.S. COX

NOTED

INVOICE NUMBER

67809

City of Eastside
Eastside, Oregon

Attn: John C. Merchant, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: City's share of cost of "F" Street basing and paving project. Covered by agreement dated May 10, 1960.			
City's Advance Deposit			$850.00
As per attached statement:			
Total Cost			$18,677.64
Agreed State Share			20,000.00
Agreed City Share			—
To be Refunded			$850.00

RECEIVED
DEC 19 1960
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGE FUNDING REQUEST

A 150 (REVISED 7-60)

Form A-101—10M—

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
H. S. COX

NOTED
C. G SWENSON

Address invoice to:

City of Eastside
Eastside, Oregon

Attention of John C. Merchant, City Recorder

Request No. (assigned by staff engineer or head of division) cc-652

Date 12/16/60

NOTED
Harold C. Avers

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City's share of cost of "F" Street basing and paving project. Covered by agreement dated May 10, 1960.

NOTED
V. R. JONES

Itemized Statement: City's Advance Deposit $850.00

Quantity	Unit	Description	Unit Price	Amount
		As per attached statement:		
		Total Cost $18,677.64		
		Agreed State Share 20,000.00		
		Agreed City Share		$--
		PAYMENT DUE CITY		$850.00

NOTED
JOHN D. GRAHAM

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? yes

If so, what is amount of deposit? . . . . . $ 850.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? no

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:

327-1717-295

Submitted by:

H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

December 16, 1960

SPECIAL CITY ALLOTMENT PROJECT

CITY OF EASTSIDE
"F" STREET
Contract No. 5721

PAYMENTS TO CONTRACTOR:

	Item	Quantity		@	Total
1.	Coarse crushed material	1187	c.y.	$ 4.15	$ 4,926.05
2.	3/4"-0" material	492	c.y.	5.50	2,706.00
3.	Sprinkling	18	M/gal.	5.00	90.00
4.	Preparation of base	0.28	mile	1,000.00	280.00
5.	3/4"-0" mat'l in binder course	27	c.y.	70.00	189.00
6.	RC-3 asphalt	3.88	tons	75.00	291.00
7.	Class B asphaltic concrete	621.55	tons	13.00	8,080.15

Subtotal, Contract Items	$16,562.20
Engineering & Contingencies	1,376.58
Survey	738.86
Total Cost	$18,677.64
Agreed State Share	20,000.00
Agreed City Share	$ 000.00
City's Advance Deposit	850.00
REFUND DUE CITY	$ 850.00

HCA:mm

RECEIVED
JN 21 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

1-3307

5712

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 21, 1960

Mr. Edwin Thompson
619 East Florence
Stayton
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5712, awarded June 2, 1960, for building construction in Farewell Bend State Park on the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
June 9, 1960

Special City Allotment Project
City of Eastside

Mr. C. H. Maison
O F F I C E

NOTED
V. R. [illegible]NES

Attention: Mr. John Herr

NOTED
Harold C. Ayers

The advance deposit has been received from the city of Eastside in the amount of $850 on the subject project.

H. C. Ayers
Field Engr., County & City Relations

HCA:mm

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
H. S. COX

June 2, 1960

Mr. John C. Merchant
City Recorder
Eastside, Oregon

Dear Sir:

On June 1, the State Highway Commission received bids on the Special City Allotment project on F Street. Low bid was submitted by Robert Angell of Eastside and the revised estimate based on this bid is as follows:

Construction Items	$17,907.00
Flagging	50.00
Engineering & Contingencies, 12½%	2,244.63
Survey	650.00
Total Anticipated Cost.	$20,851.63

As per the agreement between city and state, the city is to pay all costs in excess of $20,000 and is to do all required grading and draining. Will you please forward a check made payable to the Oregon State Highway Commission in the amount of $850 at your earliest convenience as a contract cannot be awarded until the city's deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

Check received
6-8-60
HCA

By

C. G. Swenson
County & City Relations Engineer

HCA:mm

FORM E-20 BOM 11-58 15000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 10, 1960

SUBJECT: $250,000 Fund Agreement
City of Eastside

To:

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

NOTE
JOHN D. GRAHAM

Attention: Mr. H. C. Ayers
Field Engineer, County & City Relations

Attached is a conformed copy of an agreement with the City of Eastside covering the Special City Allotment project on F Street in Eastside.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Eastside, Oregon.

Floyd Query
Secretary

rn
Attach: 1

RECEIVED
MAY 11 1960
COUNTY & CITY RELATIONS

RECORDER'S OFFICE

PHONE CO 7-6811

CITY OF EASTSIDE

P. O. BOX 325

EASTSIDE, OREGON

NOTED

April 20, 1960

NOTED
H. S. COX

NOTED
C. G. SWENSON

State Highway Department
Salem, Oregon

Attention C. G. Swenson

NOTED
V. R. JONES

Dear Mr. Swenson:

This is to advise that the drainage and grading of the F Street project will be completed June 1, 1960.

Inclosed are the signed resolution and agreement covering the Special City Allotment project on F Street.

Yours very truly,
City of Eastside

by John C. Merchant
City Recorder

RECEIVED
APR 22 1960
ENGINEER
COUNTY & CITY RELATIONS

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

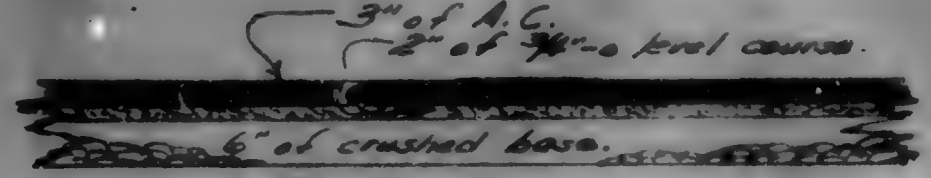
NOTED
V. R. JONES

Section "F" Street (Eastside City Limits) Highway Eastside City St. County Linn Profile 30% - 10%

Engr. Eager Engineer Length of Project 0.3 Miles Sta. _____ to Sta. _____ Date 3-15-60

TYPICAL SECTIONS Traffic Classif. - Light

3-15-60



Typical Soil

56 % [illegible]
22 % P.I.
60 % P.P.200
0.3 % Gravel
18.6 % Sand
49.2 % Silt
31.9 % Clay
[illegible] % Moisture

NOTED
Harold C. Ayers

Required Base & Surf.		Designed Base		
Crushed	Not Crushed	Existing Surf. Allow.		New Work
				3
				2
				6
11				11

PROPOSED MATERIAL SOURCES

Location	Lab. No.	B.S.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by D. L. Hawken, State Materials Engineer

Recommended by [signature], Construction Engineer

Recommended by [signature], Engineer of Materials

Approved by [signature], Deputy State Highway Engineer

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

LOCATION PROSPECTUS
NINTH STREET TO FOURTEENTH STREET
"F" STREET, EASTSIDE
COOS COUNTY

2-8-60

The following prospectus is submitted concerning the above-mentioned section of "F" Street in Eastside. The overall length of the project is 0.30 mile.

This will be a location survey to prepare plans, specifications and estimates for surfacing and paving on existing alignment.

The typical section will consist of a 20-foot traveled way with 4-foot shoulders. The tentative base design by G. L. Decker is:

Paving, Base and Wear	3" A. C.
Top Course, Base	2" 3/4"-0 Crushed
Bottom Course, Base	6" Coarse Crushed
Total Depth	11"

Final agreements with the city will be necessary.

February 8, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
Frank Morgan (2)
M. M. Stump
C. H. Armstrong
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson ✓
Walter T. Wright

NOTED
V P JONES

RECEIVED
FEB 1[illegible] 1960

NOTED
JOHN D. GRAHAM

COOS BAY

U.S. Harbor Line

COOS BAY

CATCHING SLOUGH

COOS RIVER

T.25 S. R.13 W.
T.25 S. R.12 W.

EASTSIDE
Scale in Feet
1000 0 2000 3000

250,000 6d Eastside 7-21-59

With C.G.S investigated Condition of use of F Street — is rough + washboard, City thru, has a heavy income in population in the area — ready for Hospital believe we can recommend

HCG

Thomas Waggoner

65

EASTSIDE

Scale in Feet

0 1000 2000 3000

N

COOS BAY

U.S. Harbor Line

City Limits

WILLANCH SLOUGH

T.25S. R.13W.
T.25S. R.12W.

WATER LINE

ISTHMUS SLOUGH

COOS RIVER HWY

CATCHING SLOUGH

COOS RIVER

968 Adt

RECEIVED
JUN 17 1959
ENGINEER
COUNTY & CITY ROADS

6 9-59

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Eastside, Oregon is an incorporated city of the State of Oregon, and has a population of 1366, as given by the latest official census, and

WHEREAS, the following streets of said city, Eastsde

Form cc-50 (1953 Rev.)
Special City Allotment

F Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

F Street Black Top 9th Ave. to 14th Ave

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Eastside does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Thomas Waggoner Chairman Street Committee as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of June, 1950.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Eastside, Oregon at a regular or special meeting of said Council, held on the 9th day of June, 1950, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of June, 1950.

John O. Merchant
City Recorder

EASTSIDE
Scale in Feet
0 1000 2000 3000
N
COOS RIVER
CATCHING SLOUGH
COOS RIVER
SLOUGH
ISTHMUS
COALBANK
T.25S. R.13W.
T.25S. R.13W.
WILLANCH SLOUGH
City Limits
U.S. Harbor Line
COOS BAY
COOS BAY

2-1604 Corvallis-Newport Hwy. at Country Club Way in Corvallis (traffic signals) 1960

#5713

RECEIVED
DEC 23 1960
FOR FILING

5713

December 22, 1960

American Surety Company
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5713 for traffic signals on Country Club Way (Corvallis) on the Corvallis-Newport Highway in Benton County was completed by the contractor, Steeck Electric Co., on November 3, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $3,644.10 will be released to the contractor on or after December 30, 1960. The total contract amount is $10,935.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Steeck Electric Co.,
P. O. Box 1243
Medford
Oregon

RECEIVED
JUN 3 1960
COMMISSIONERS
M. [illegible], CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

FOR FILING
2-1604
5713

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 21, 1960

Steeck Electric Company
P. O. Box 1243
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5713, awarded June 2, 1960, for traffic signals on Country Club Way in Corvallis on the Corvallis-Newport Highway, Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
APR 1960
FOR FILING
2-1604
5713

March 21, 1960

Hon. E. E. Larkin, County Judge
Benton County Courthouse
Corvallis, Oregon

Dear Judge Larkin:

At its meeting on March 10 the State Highway Commission considered your letter of January 11 requesting a vehicular overpass at Country Club Way across the Corvallis-Newport Highway between Corvallis and Philomath.

Although it was acknowledged that the road serves a considerable residential development and also serves the new Junior High School and Grade School under construction south of the highway, it was felt that a grade separation is not justified at the present time. However, the Commission did approve the installation of a traffic light with provisions for operation by schoolboy control when school children are crossing the highway.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: G. S. Paxson

March 21, 1960

Dr. Gerald R. Wallace, Superintendent
Consolidated School District 509-CJ
P. O. Box 610
Corvallis, Oregon

Dear Dr. Wallace:

At its meeting on March 10 the State Highway Commission considered your letter of January 11 requesting a vehicular overpass at Country Club Way across the Corvallis-Newport Highway between Corvallis and Philomath.

Although it was acknowledged that the road serves a considerable residential development and also serves the new Junior High School and Grade School under construction south of the highway, it was felt that a grade separation is not justified at the present time. However, the Commission did approve the installation of a traffic light with provisions for operation by schoolboy control when school children are crossing the highway.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:rj

cc: G. S. Paxson

March 21, 1960

Mr. Karl F. Drlica
180 Country Club Way
Corvallis, Oregon

Dear Mr. Drlica:

At its meeting on March 10 the State Highway Commission considered your letter requesting a vehicular overpass at Country Club Way across the Corvallis-Newport Highway between Corvallis and Philomath.

Although it was acknowledged that the road serves a considerable residential development and also serves the new Junior High School and Grade School under construction south of the highway, it was felt that a grade separation is not justified at the present time. However, the Commission did approve the installation of a traffic light with provisions for operation by schoolboy control when school children are crossing the highway.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: G. S. Paxson

RECEIVED
MAR 3 1960
FOR FILING

March 2, 1960

Oregon State Highway Commission

Re: Country Club Way
Corvallis-Philomath
Section

Gentlemen:

Our new construction from Corvallis toward Philomath crosses a county road known as Country Club Way near the west city limits of Corvallis. This road serves a considerable residential development and also serves the new Junior High School and the Grade School under construction just south of our highway.

We have had a long series of conferences with school and county authorities. They are very apprehensive of danger to school children crossing the highway and of danger to school busses making left-hand turns onto Country Club Way. We have very carefully gone into this, and, while we do not believe that a grade separation is justified at the present time, we are recommending that a traffic light be installed with provisions for operating the light by schoolboy control when school children are crossing.

It is estimated that this signal will cost $11,000, and I am recommending that your approval be granted for its installation. While it is eligible for federal aid, we propose to do the installation as a state project on account of its small size and the work involved in doing the necessary programming.

Very truly yours,

W. C. Williams
State Highway Engineer

Design as

cc to: Mr. G. S. Paxson
Mr. F. E. Crandall
Mr. R. L. Porter
Mr. C. H. Maison

RECEIVED
MAR 2 1960
FOR FILING

NOTED
W. C. WILLIAMS

US 20- Hwy No 3
[illegible] & 5th
County Club Way
intersection
Vote - Corvallis

The Corvallis Gazette-Times

Robert C. Ingalls, Editor & Publisher
Arthur L. Lowe, General Manager — Bruce K. Myers, News Editor

The Gazette-Times is dedicated to serving the best interests of all the people in Benton county. In the news columns we report the news as honestly and impartially as we can; in the editorial columns we attempt to interpret the news and express our opinion thereon. "There never were in the world two opinions alike, no more than two hairs or two grains; the most universal quality is diversity." Montaigne

Overpass Again

Bob Graham, in his letter elsewhere on this page, offers some points on the Highway 20 crossings that deserve some discussion. We agree with his view of the dangers at the Country Club Way crossing but can't get very worked up over those going into Avery Park and Brooklans. These latter two are no more dangerous than any roads entering highways . . . certainly not nearly as much as the present crossing at 35th street. The taxpayers can't afford grade separation at every intersection.

The stop light to be installed at the Country Club Way intersection will be satisfactory to no one including the highway department. They detest lights on a through-way such as this and claim it causes accidents (mostly rear-end). But they think it is better protection than nothing. Because they don't like lights they will probably get them out and replace them with an overpass as soon as possible.

They have agreed to put one in in 1975 — much too far off — but have also agreed to up-date it if at all possible . . . and they seem to think it will be.

Bob makes two suggestions that certainly have merit. We don't go along with his idea of an east-west overpass over all three intersections because of the terrific expense, but have always thought an east-west separator over Country Club Way would be the most desirable solution.

In the past most of the talk has involved taking the county road over the highway instead of the other way around, but an east-west overpass would eliminate the problem of those people who have their homes along Country Club Way. If the grade separation is on Country Club Way, [illegible] must be made for these people [illegible] way of a service road and certainly it would only be just to compensate them in some manner for the reduction in property value that would naturally come from having a bridge in their front yards.

His other suggestion is to have a meeting in Corvallis of local officials and state highway people. Various officials have talked to the state people from time to time but it would certainly be helpful if all of them could get together, get over the ground and thoroughly discuss solutions for the problem.

We think too, that the state has a much too elaborate grade separator in mind for the future. As we understand it, they would like to build a cloverleaf [illegible] funds are available. This is unnecessary. People wanting to get [illegible] can go the few hundred yards [illegible] in either direction where exits and entrances already exist. At the Country Club location the whole matter should be solved as simply as possible without creating any more traffic hazards or confusion.

ed. action has been directed towards obtaining a stop-go light this crossing. This light will obtained with the hope that will be temporary and will the State Highway Department to seek other solutions to the problem. Unfortunately, temporary can mean years and several or children could be killed maimed during this period. far only stop-gap measures have been sought.

thorough study should be of this entire area. A solution, not stop-gap measures should be sought before accidents occur — not as result of several accidents arouse public indignation. City, County, School System, Oregon State College, PTA, other groups should join in the State Highway Commission to help make such a study to determine how the interests of all the citizens may best be served. The possibility of Federal support should not be overlooked.

It may well be that funds from several sources including those now scheduled for access roads to Avery Park could be used to help construct a single overpass that would eliminate all three grade crossings and provide rapid and safe passage to the area south of the new highway.

Such a study may entail a delay in completion of the highway but this would be a small price to pay for a solution that will affect the City and County for years to come.

Robert D Graham
2720 Jackson

RECEIVED
MAR 2 1960
FOR FILING

NOTED
W. C. WILLIAMS

US 20 - Hwy
country club Way
intersection
[illegible]

The Corvallis Gazette-Times

Robert C. Ingalls, Editor & Publisher
Arthur L. Lowe, General Manager
Bruce K. Myers, News Editor

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off or on can go the few hundred yards
further in either direction where exits
and entrances already exist. At the
Country Club location the whole matter
should be solved as simply as possible
without creating any more traffic hazards or confusion.

Overpass

To The Editor:

The intersections of 15th St., Brooklane, and Country Club Way with new Highway 20 are, in the opinion of many, potentially dangerous crossings. The greatest danger will be to children attending the new junior high school or going to Avery Park. Citizens who have not visited these crossings should do so to better evaluate the safety hazards involved.

City officials apparently feel that the crossings at Avery Park and Brooklane will be safe. However, one might question how any intersections with a high-speed, limited access highway can be considered safe.

Since attempts by the School, County, and PTA representatives to obtain an overpass on Country Club Way were rejected, action has been directed towards obtaining a stop-go light at this crossing. This light will be obtained with the hope that it will be temporary and will force the State Highway Department to seek other solutions to the problem. Unfortunately, temporary can mean many years and several or many children could be killed or maimed during this period. Thus far only stop-gap measures have been sought.

A thorough study should be made of this entire area. A sound solution, not stop-gap measures should be sought before accidents occur — not as a result of several accidents that arouse public indignation. The City, County, School System, Oregon State College, PTA, and other groups should join in asking the State Highway Commission to help make such a study to determine how the interests of all the citizens may best be served. The possibility of Federal support should not be overlooked.

It may well be that funds from several sources including those now scheduled for access roads to Avery Park could be used to help construct a single overpass that would eliminate all three grade crossings and provide rapid and safe passage to the area south of the new highway.

Such a study may entail a delay in completion of the highway but this would be a small price to pay for a solution that will affect the City and County for years to come.

Robert D. Graham
2720 Jackson

January 29, 1960

Mr. Karl F. Drlica
180 Country Club Way
Corvallis, Oregon

Dear Mr. Drlica:

I have your undated letter which I received on January 8, concerning the possible construction of an overpass at Country Club Way. This matter has not been presented to the Commission and cannot come before it until the next meeting, which is scheduled for March 10 or 11. I am not sure that it will come before the Commission even then.

I will keep you advised so that you may have opportunity to appear before the Commission if you so desire.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. F. B. Crandall

RECEIVED
JAN 28 1960
FOR FILING

January 27, 1960

Hon. E. E. Larkin
County Judge, Benton County
Courthouse
Corvallis, Oregon

Dr. Gerald E. Wallace
Superintendent
Consolidated School District 509-CJ
P. O. Box 619
Corvallis, Oregon

Gentlemen:

This is to record my understanding of the discussion we had on Tuesday, January 26, in the county courtroom concerning the Country Club Way crossing of the new Corvallis-Philomath Section.

At that conference I gave you our estimate of the cost of the project involving a vehicular overpass carrying Country Club Way over the highway in the amount of $146,300. Dr. Wallace was to discuss the matter with the School Board and the County Court was to consider the project in view of the increased cost as shown by our estimates.

It was suggested at the meeting that the problem could possibly be solved by the installation of traffic signals at the intersection, the traffic signals to be so arranged that a stop signal on the main road could be shown by the pressing of a button to allow pedestrians to cross and that this crossing would be operated by a school-boy patrol under the direction of the school authorities at such periods as groups of children were crossing the highway.

The matter of a pedestrian overpass was also discussed but it was the opinion of both the County Court and the School District that this would not adequately take care of the problem.

I understand that the School District and the County Court will advise me of their thinking after they have had opportunity to fully consider the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

GSP:gm

FORM E-30 EGM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1960

SUBJECT: County Club Way Undercrossing
Corvallis-Newport Highway

To: Mr. G. S. Paxson
Assistant State Highway Engineer
D e p a r t m e n t

Attached is a preliminary estimate of cost for the construction of an undercrossing at the intersection of the Country Club Way County Road and the Corvallis-Newport Highway approximately one mile west of Corvallis. This estimate is based upon the following plan:

Relocate Country Club Way easterly of existing location a distance sufficient to construct a detour within the existing right of way of Country Club Way as close as possible to the westerly right of way line of Country Club Way. This detour will be used in part after the completion of the undercrossing as a frontage road serving the people living along the westerly side of Country Club Way. Additional right of way will have to be acquired on the westerly side at the entrance of the frontage road to the county road to provide adequate radius for return movement for the people entering or leaving the county road.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards

COUNTRY CLUB WAY UNDERCROSSING
CORVALLIS--NEWPORT HIGHWAY

Estimate of Cost

Move Country Club Way to East, Station -4+00 to Station 14+00.
Construct Frontage Road and Detour on West, Station -2+00 to Station 11+00.

Country Club Way

Item	Quantity	Unit	Unit Cost	Amount
Embankment in Place	30,000	Cu. Yds.	$ 1.00	$30,000.00
12" Culvert Pipe	360	Lin. Ft.	2.50	900.00
Coarse Material in Base	4,600	Cu. Yds.	2.75	12,650.00
3/4" - 0 Material in Base	1,000	" "	3.00	3,000.00
Sprinkling	100	M-Gal.	3.00	300.00
120-150 Asphalt	17	Tons	55.00	935.00
Emulsified Asphalt	5	"	60.00	300.00
Oiling Aggregate	200	Cu. Yds.	5.00	1,000.00
Guard Rail	1,800	Lin. Ft.	3.00	5,400.00
				$54,485.00
Engineering and Contingencies	20%			10,915.00
Total				$ 65,400.00

Frontage Road and Detour

Clearing and Grubbing		All	$ Lump	$ 1,000.00
Shaping Roadbed		"	"	500.00
Coarse Material in Base	1,240	Cu. Yds.	2.75	3,410.00
3/4" - 0 Material in Base	300	" "	3.00	900.00
120-150 Asphalt	7	Tons	55.00	385.00
Oiling Aggregate	80	Cu. Yds.	5.00	400.00
				$ 6,595.00
Engineering and Contingencies	20%			1,305.00
Total				7,900.00

Bridge 210' L x (26' deck and 2 walks) 65,000.00

Right of Way

Thompson	$ 6,000.00
School	Donate
Radius at North End Frontage Road	1,000.00
Radius at South End Frontage Road	1,000.00
	8,000.00

$146,300.00

CONSOLIDATED SCHOOL DISTRICT NO. 509 CJ

P. O. Box 610
CORVALLIS, OREGON

ADMINISTRATION OFFICE
CITY HALL
5TH AND MADISON STREETS

January 11, 1960

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

The Board of Education of Consolidated School District No. 509cj has authorized the payment of one-fourth of the total cost of a vehicular overpass at Country Club Way. The Benton County Court has likewise authorized the payment of one-fourth of the total cost of a vehicular overpass at Country Club Way. This would obligate the Oregon State Highway Department to provide one-half of the total cost of such an overpass. The total cost for such an overpass, as per your letter of December 14, 1959, is approximately $50,000.00.

We are happy that we can cooperate as a local school district, county and state in constructing an overpass over Highway 20 at Country Club Way.

Sincerely,

Gerald R. Wallace
Superintendent

E. E. Larkin
Benton County Judge

lb

RECEIVED
JAN 1 8 1960
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1960
STATE HIGHWAY COMMISSION

FORM E-20 50M 6-59 13044

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1960

SUBJECT: Pedestrian Overcrossing
Realignment of Corvallis-Newport Highway
West of Corvallis
US20 - Hwy. No. 33 - M.P. X54 ±

To: G. S. Paxson
Ass't. State Highway Engineer
BUILDING

I hand you herewith a copy of Mr. Robert D. Conklin's letter of December 22, 1959, to Mr. Val Johnson. I think he has prepared a very excellent dissertation based on engineering principles relating to the placement of an overcrossing immediately adjacent to the traveled roadway. He has not, however, coordinated his thinking with the plot plan or layout of the Jr. High School, as explained to us by Dr. Wallace, Superintendent of Schools, who felt that any crosswalk too far east of the Country Club Way would not integrate into the operation of the school.

I do not feel that we need to take any additional steps at this time to ascertain a complete engineering study (exact location, ramp grades, stopping sight distance, etc.) but at such time as we next hear from the school people in response to your letter of December 14, then would be sufficient time to take the next step of integrating all of the many problems incident to this location.

J. Al. Head
Ass't. Traffic Engineer

JAH:bf
Attachment

180 Country Club Way
Corvallis, Oregon

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Country Club Way Overpaww, Corvallis, Oregon

Dear Mr. Paxson;

In our telephone conversation on 4 Jan 60 we discussed some of the problems of the construction of an overpass at the junction of Highway 20 and Country Club Way in Benton County. At that time no definite time seemed to be set for the presentation of the proposed overpass to the State Highway Commission. At the present time those of us who live along Country Club Way do not feel the need of an overpass, and we would appreciate it very much if you could notify us at such time as the proposal is to be presented to the Commission.

We feel that a pedestrian overpass would serve the pruposes of the new school (or even two such overpasses; the other at Brook Lane), but cannot see that a vehicular overpass is necessary at the present time. However, we do not have any factual data to support our stand. Is any data on present and projected traffic counts and the traffic count necessary to justify the construction of an overpass available from your office? If not, we should appreciate knowing where such information might be obtained.

We should certainly appreciate any comments which you might have.

Sincerely yours,

Karl F. Drlica

Karl F. Drlica

RECEIVED
JAN 8 1960
STATE HIGHWAY COMMISSION

RECEIVED
JAN - 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—2-59—18190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 22, 1959

To: Val Johnson
Traffic Control Engr.
Office

SUBJECT: Pedestrian Overcrossing
Realignment of Corvallis-Newport Highway
West of Corvallis
US20 - Hwy. No. 33 - M.P. X54 ±

Mr. Paxson's letter of December 14, 1959, to Dr. Wallace has brought up several items which I feel should be considered before any final design of a pedestrian overpass is consummated.

Constructing the overpass on a line with the normal sidewalk on Country Club Way, as mentioned near the end of the letter, would require the overpass to traverse approximately 90 feet of pavement and would require an exceptionally long structure (this location would be about 30 feet east of the centerline of Country Club Way). It is presumed that the intended revised location of the pedestrian overpass is about 30 feet east of the normal sidewalk line where the 55 foot radius turning roadway becomes tangent with the new highway (approximately 60 feet east of the centerline of Country Club Way).

Assuming that the proposed location of the pedestrian overpass is about 60 feet east of the centerline of Country Club Way, there would be 60 feet of pavement at this location. The latest cost estimate called for a 72 foot clear span, which would mean there would be six feet of clearance on each side of the pavement. I personally checked the location at which Country Club Way traffic will stop, and the best we can hope for is the front of the stopped vehicle to be 15 feet from the traveled way (driver's eye 25 feet from the traveled way). The sight distance to the east would be only 200 feet from the south leg and 350 feet from the north leg, using this 72 foot clear span, due to the sight restriction caused by the column structures. The driver on the south leg would have to stop with about three feet of his vehicle encroaching on the traveled way in order to get a clear view of the highway.

With the pedestrian overcrossing at this location (60 feet east of the centerline of Country Club Way) an absolute minimum clear span of 98 feet would be required in order to prevent the column structures of the overpass from restricting sight distance. I do not think we should expect stopped motorists to look behind a column structure because the column will block out a significant amount of the highway and an approaching motorist on the highway could easily be hidden from view.

If the pedestrian overcrossings were constructed 150 feet east of the center-line of Country Club Way, we could get 1,000 feet of sight distance with an 81 foot clear span structure. I originally recommended that the pedestrian overcrossing be constructed 150 feet east of Country Club Way so as to get by with a shorter span and also because the matter of the columns of the structure interfering with the sight distance would be less of a problem.

It is my understanding that the proposed location of the pedestrian over-crossing was moved closer to Country Club Way in order to make it more accessible to pedestrians other than the school children. I doubt if there will be any significant amount of pedestrian traffic other than the school children, but it is requested that we have an eight-hour manual count taken at this time in order to confirm or deny this opinion. The two alternate locations would be immaterial as far as the school children are concerned because they will be required to walk about 150 feet east of Country Club Way to get into the school building regardless of where they cross the highway.

In order to insure that the pedestrian overcrossing be used to the maximum extent possible, I feel it is essential that the desire for pedestrians to cross the highway at grade be made as unattractive as possible. I think this should be done by having the south end of the pedestrian overcrossing ramp fall within the fenced school grounds, and there should also be a fence along the easterly side of Country Club Way south of the highway, with the first opening in the fence a minimum of 100 feet south of the most southerly school building door. In this way, it would be necessary for the school children to walk at least 200 feet further in order to cross the highway at grade, and undoubtedly they would find the pedestrian overpass more convenient.

The pedestrian capacity of the pedestrian overcrossing and ramps has also been investigated. In view of the fact that the school will be spread over a fairly large area and the pedestrian overpass will be about 200 feet from the school, the children will be crossing over a period of at least five minutes and not all of them simultaneous. Even with a six foot width and a fairly large percentage of bicycles, there should be no delay to the children. Theoretically assuming that all 236 children desire to cross simultaneously, it would take two minutes and five seconds for them to enter the ramp if it was six feet wide, and one minute and 40 seconds if it was eight feet wide. 1/ This is assuming no bicycles, but the time would probably be proportionately increased for both cases with bicycles. In view of the above facts, I doubt if increasing the width of the ramp from six feet to eight feet is warranted.

The slope of the ramps is an item that has not yet been considered to my knowledge. The recommended slope for ramps is about 1:8 1/. Using a minimum vertical clearance of the pedestrian overpass of 16 feet, height of super-structure of 2.5 feet and a five foot high cutbank on each side, the length of the ramp would then have to be about 108 feet long. This will increase the length of the ramps, particularly the one on the north side.

1/ Traffic Engineering Handbook, page 102.

Presuming that the pedestrian overcrossing will be constructed, there should be no children crossing the highway at grade. The new highway is a completely controlled access. There is now in existence, a fence separating the highway from the school property. School activities will take place a considerable distance away from the highway. The presence of the school next to the highway will not create any more of a hazard to highway traffic than if the school was several miles away from the highway. For these reasons, I am opposed to the installation of "SCHOOL" or "SCHOOL CROSSING" signs on the highway. Referring to pages 139 and 140 of the "Oregon Manual on Uniform Traffic Control Devices", it will be noted that this location does not meet the warrants for such sign installation.

Robert D. Conklin

Robert D. Conklin
Traffic Investigation Engineer

RDC:jj

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

WB255 + 41.00 P.O.T.
255 + 41.00 P.C.

50'

Inst. 18" Pipe - 64'
+00 Const. Outlet Ditch
(2' Bottom 1½:1 Sl.)
Dr. Exc. 10 C.Y.

Const. Type 2 Fence

60

R/W L

259 + 12.67 P.R.C.
12' Rt. WB259 + 12.41

B O R R O W A R E A

1° Rev. Curves
Δ 3° 43'
T 185.90'

PRIOR SCOTT DLC #44

Abandon Exist. Pipes
Const 3 Rd. Appr.
Inst. 12" Pipe-68' (Total)
Dr. Exc. 3 C.Y.

Adjust (By Others)
Exist. 6" C.I. Water Line

Country Club Way

S 20° 05' 15" W

267+85

1" Gas

OETJEN Dr.

Const. Asph. Conc. Traffic Markers

Begin Oil

CCW 4+26

"WB" 267

240' Ta

R/W Line

265

Rev. 6° C.

240' Taper

Begin Oil

Sidewalk Li

R/W Line

Const. Type 2 Fence

Rec

530'±

262+84.34 P.T.

24' Rt. WB 262+83.82

Const. 2 Rd. Appr.
Inst 12" Pipe-40' (Total)
Dr. Exc. 2 C.Y.

Exist. 2" Gas Line
Adjust (By Others)

T. 12 S., R. 3 W., W.M.

JAMES A. BENNETT DLC #45

67+85 Const Rd. Conn. Lt. & Rt.
(For Profile See Sht. 7)

CCW 4+26 = "WB" 267+84.6"

Const. Asph. Conc. Traffic Markers

Access Control Line

270

350' Sight Distance

275

240' Taper

16'

1000' Sight Distance

S 87°55'45" E

150'

Rev. 6° C.

16'

4'

4'

74'

200' Sight Distance

Oil

ewalk Line

272+96.66 P.C.
24' Rt. WB 272+97.18

Const. Type 3 Fence

276+68.33 P.R.C.
12' Rt WB 276+68.59

Recommended Fence

Exist. 2" Gas Line
Adjust (By Others)

Jr. High School
(under construction)

1° Rev. Curve
Δ 3°43'
T 185.90'

| CORVALLIS SECTION
CORVALLIS - NEWPORT HIG
BENTON COUNTY		
FED. ROAD Div. No.	STATE	PROJECT NUMBER
8	OREGON	U-222(5)

Const. Type 2 Fence

280

60'

R/W Line

285

TC 285+65.65 P.S.

55'45" E

74'

50'

Future E.B. Line

12' Rt WB 276+68.55

280+40.00 P.T.

WB 280+40.00 P.O.T.

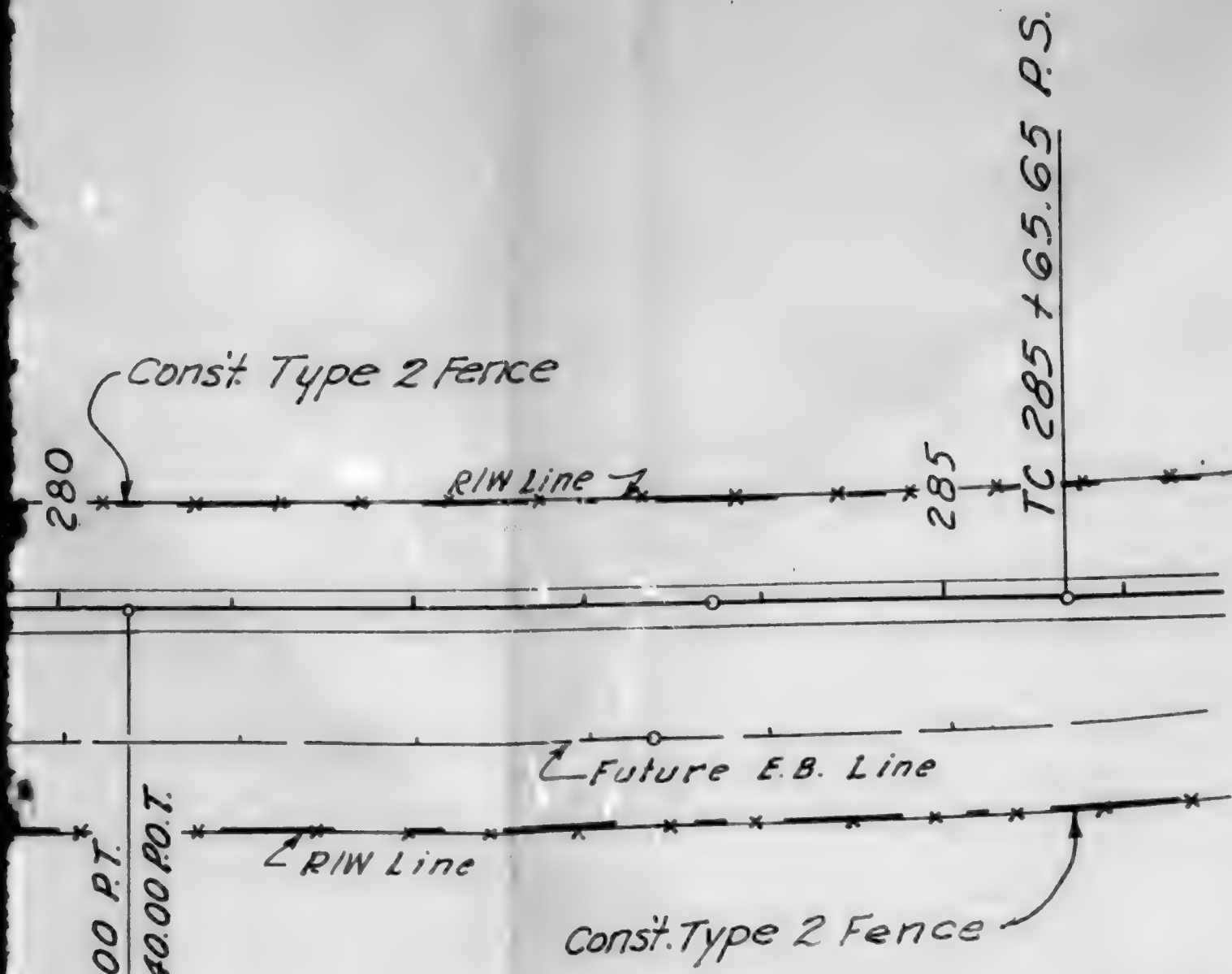
R/W Line

Const. Type 2 Fence

Curves
43'
85.90'

----Install 1½" Galv. Rigid Electrical Conduit
Total Length 160'

CORVALLIS SECTION CORVALLIS - NEWPORT HIGHWAY BENTON COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	U-222(5)		See Index



----Install 1½" Galv. Rigid Electrical Conduit
Total Length 160'

Δ 3°43'
T 185.90'

250

237.92

240

200' V.C.

Ground L

+0.20

230

+00

Exc. 703
Emb. 601

Exc. 211
Emb. 180

ORIGINAL SURVEY		DATE
	SURVEYED	
	PLOTTED	
NOTE BOOK	TEMPLATE	BY
	AREAS	
NO.	AREAS CHECKED	

Const. c
Inst 12
Or. Exc

240.32

ound Line P

600' V.C.

100

Exc. 42,454

1- Rev. Curves
Δ 3°43'
T 185.90'

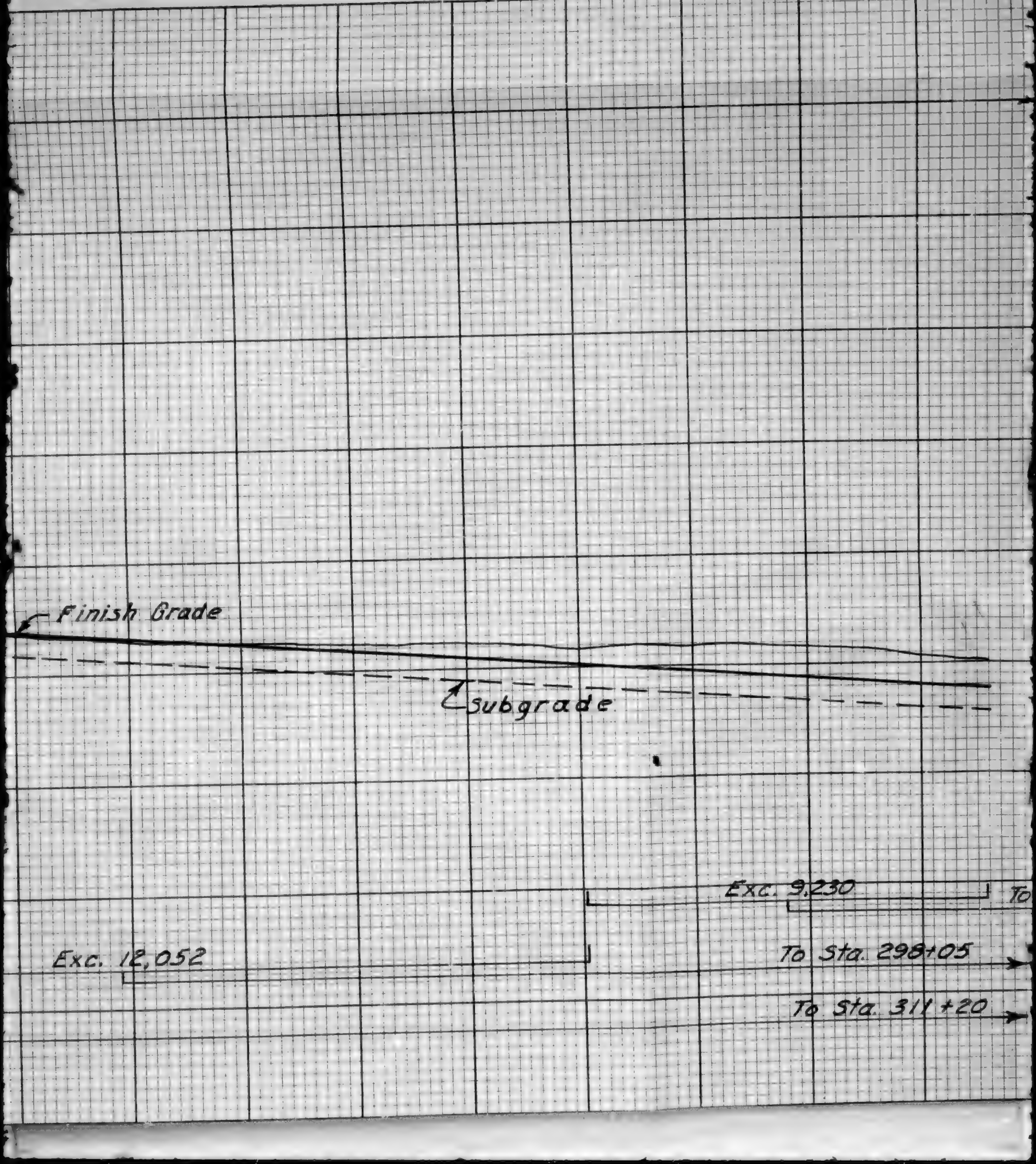
-0.72

Finish

Exc. 1

curves
3'
5.90'

----Install 1½" Galv. Rigid Electrical Conduit
Total Length 160'



----Install 1½" Galv. Rigid Electrical Conduit
Total Length 160'

240

230

Subgrade

220

Exc. 9.230 To Sta. 292+80

To Sta. 298+05

To Sta. 311+20

RECEIVED
DEC 15 1959
FOR FILING

December 14, 1959

Dr. Gerald R. Wallace
Superintendent
Consolidated School District 509-CJ
P. O. Box 610
Corvallis, Oregon

Dear Dr. Wallace:

It was indeed a pleasure to have met with you and Judge Larkin Friday in my office and discuss problems at the intersection of the Newport-Corvallis Highway and Country Club Way in Corvallis.

At the time the relocated Newport-Corvallis Highway is opened to traffic we will give every consideration to the feasibility of establishing a reduced speed zone and the installation of school-crossing signs on either side of Country Club Way.

Your inquiry with respect to the construction of an overpass for vehicles must be separated into two types of construction for purposes of this discussion. First, if a straight grade separation were built where Country Club Way were taken over the new highway and there were no connections between Country Club Way and the highway, this could possibly be accomplished for approximately $50,000. I seriously doubt that such an arrangement would be satisfactory to local people. If, however, a complete traffic interchange were constructed where there would be not only an overpass of the highway by the county road but ramp connections between the county road and the highway, the cost of this would in all probability exceed $200,000. We do not have unprogrammed funds that could cover either project.

Judge Larkin raised a point, 'Could this project be financed with federal-aid-secondary county money?' Inasmuch as this particular location is within the urban limits of Corvallis, it is ineligible for federal-aid-secondary county monies.

During the course of the discussion the question was also raised as to why grade separation structures were being built along the relocated route of U.S.99 (Interstate 5) at crossings which did not have nearly as much traffic nor are as potentially hazardous as the location adjacent to the Junior High School. The answer to this question lies in the fact that the Interstate system of highways, of which U.S.99 is a part, are being constructed to full freeway standards. The federal rules for Interstate highways are no intersections at grade, no traffic signals, no parking, etc.

The relocated routing of the Newport-Corvallis Highway is being built to a lesser standard and could be classified as a major arterial where there is control of access; yet intersections are at grade, there is cross traffic and turning movements. It would be prohibitive from an economical standpoint to physically separate all crossroad traffic on every relocated highway. Each location must be considered on its own merits and the newly created intersection will, from a traffic volume and operational standpoint, be no worse than many other similar locations throughout our state highway system which are operating quite efficiently.

We do recognize, however, that there is a potential hazard by virtue of the volume of school children that must cross the relocated highway, with the traffic volume thereon. In light of this, we are willing to recommend to the Highway Commission that it participate with you in the construction of a pedestrian overpass of the relocated Corvallis-Newport Highway just east of Country Club Way and on a line with the normal sidewalk on Country Club Way at a total estimated cost of $15,400. The $11,000 estimate previously given was for a location where the main roadway is not so wide.

If the school board would be willing to participate with us on an equal basis wherein each would pay 50 percent of the cost, we would be pleased to present this matter to the Commission for its consideration and action. The type of pedestrian overpass that we anticipate constructing would have ramp approaches, would be 8 feet wide, would have tng sides fenced over the highway area, and would be suitable for both pedestrian and bicycle traffic.

At such time as I have heard from you on this subject, I would be pleased to take the matter to the Commission if you so desire.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Judge E. B. Larkin
Mr. W. C. Williams
Mr. F. B. Crandall
Mr. J. D. Walker

JAH:njc gm

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1959

SUBJECT: Grade Separation
Country Club Way &
Relocated Corvallis-Newport Highway
West of Corvallis

To:

G. S. Paxson
Asst. State Highway Engineer
Building

I advised you on November 25 that we had received a telephone call from John Porter, City Manager, Corvallis, asking for an appointment this morning. I subsequently advised you that Mr. Art Johnson, his administrative assistant, called yesterday and cancelled as Mr. Porter had a death in the family and was called back East.

Mr. Johnson has requested a new time of 9:00 a.m., Friday, December 11, for representatives of the City, County and School Board to meet and discuss with us the grade separation problem at Country Club Way and the relocated Corvallis-Newport Highway. These gentlemen will come to this office first and I will immediately contact you upon their arrival.

I attach hereto a memorandum report from Mr. Bob Conklin which is the result of his meeting in Corvallis on Tuesday, November 24. I hand you also a newspaper article from the Corvallis-Gazette Times. I am also gathering some information on traffic data at both the Country Club and and Brook Lane intersections, and I call your attention to the attached 1975 ADT, which on the Country Club southerly leg of the intersection was estimated at 2700 vehicles and on the southerly leg of the Brook Lane intersection, 850 vehicles.

Taking figures from the Planning Commission and the Bureau of Municipal Research Report, the ADT based on full development of the area served by these two crossings in 20 years would give 6600 vehicles on Country Club Way and 2000 vehicles on Brook Lane. The 6600 figure on Country Club Way is a rather sizeable volume, and I question if it will ever reach this volume in the forseeable future as it is questionable if total development can take place in 20 years. The figures that I have circled are subject to upward revision if total development of the area to the east and north were considered.

RECEIVED
DEC - 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

J. Al. Head
Assistant Traffic Engineer

JAH:njc
Attachments

cc: W. C. Williams
Forrest Cooper

G. S. PAXSON

FORM E-30X—50M—2-59—18160

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 27, 1959

SUBJECT: School Crossing Investigation
New Alignment of Corvallis-Newport Hwy.
at Country Club Way - West of Corvallis
US20 - Hwy. No. 33 - M.P. X 54±

To: Val Johnson
Traffic Control Engineer
O F F I C E

On Tuesday, November 24, 1959, I appeared at a meeting in Corvallis concerning the new alignment of the Corvallis-Newport Highway at Country Club Way. Attending this meeting were approximately 40 persons, including the Benton County Commissioners, PTA Presidents, the Corvallis School Board and a reporter from the Gazette Times. Doctor Gerald R. Wallace, Superintendent of Schools, acted as spokesman.

I outlined Mr. Paxson's letter of November 16, stating that the Highway Department was willing to contribute 50% to the cost of a pedestrian overcrossing at this location. A revised cost estimate from Mr. T. C. Roake, Ass't. Bridge Engineer, for this pedestrian overcrossing is $11,000. The Highway Department's proposal did not receive very favorable reactions from the persons present. It was the very strong desire of all the persons attending this meeting that there should be a vehicle grade separation for Country Club Way traffic. I informed the parties present that I knew of no plans in the near future which called for the construction of a vehicle grade separation. I further stated that in my opinion conditions at this intersection did not warrant a vehicle grade separation at the present time, based on more hazardous locations on the State Highway System. I might add that I was subjected to a very severe verbal beating for about three hours from these 40 people. I informed them that the decision regarding their request for a vehicle grade separation will be forthcoming.

The members of the Benton County Court stated that it is doubtful whether they would be able to participate in the cost of a pedestrian overcrossing. Doctor Wallace stated that the school board does not have sufficient funds in their budget to finance the other 50% of the cost at the present time. Doctor Wallace stated that in all probability, if their efforts for a vehicle grade separation fail, they will include in their next budget sufficient funds for the 50% participation in a pedestrian overcrossing. The Corvallis School District will vote on the proposed budget on March 7, 1960.

During the meeting, Doctor Wallace revised his estimated number of school children who will be required to cross the new alignment of the Corvallis-Newport Highway. My early report stated that there would be 400 students but a later more accurate count revealed that the number would be 236

beginning next Fall. I do not think that this drop in student traffic would change our recommendation regarding the pedestrian overcrossing.

The anticipated volume on the new alignment of the Corvallis-Newport Highway at Country Club Way is 4,200 vehicles. The volume on Country Club Way was 1,400 vehicles. The present plan calls for jiggle bar left turn refuges on the new highway for Country Club Way. Sight distance will be excellent for stopped vehicles on Country Club Way for both approaches to the new highway. In my opinion, there is no warrant for a vehicle grade separation at this location when considering the large expense involved and other more critical locations on the State Highway System. I informed the parties present that Doctor Wallace would be informed concerning their request for a vehicle grade separation. I feel no further action is necessary from us at the present time until the results of the school budget are determined in March.

Robert D. Conklin

Robert D. Conklin
Traffic Investigation Engineer

RDC:pk

Corvallis Gazette-Times

CORVALLIS, OREGON · WEDNESDAY, NOVEMBER 25, 1959 Established 1862

NEW GRADE CROSSING of Highway 20 and Country Club Way is shown in this picture. Temporarily paved route is Country Club Way, with the grade of the new highway running at right angles. At left background can be seen construction under way for the city's second junior high school. Proposed pedestrian overpass would parallel Country Club Way, crossing highway at left of picture. G-T PHOTO.

State Offers to Finance One-Half of Overhead Walk

The state will pay half the cost of a pedestrian overpass across the new Highway 20 at Country Club way, for safe travel of students to and from the southside junior high school being built at that location.

Bob Conklin, traffic investigation engineer for the state highway department, made the offer yesterday at the open meeting in Roosevelt school auditorium.

"We acknowledge a share of the responsibility to reduce the hazard of the grade-le el intersection there," Conklin said, "but there are factors other than the highway involved — it is a joint responsibility, equally borne by other interests."

Estimated cost of the pedestrian overpass, as described, as an 80-foot steel span carrying a six-foot wooden walkway 16 feet above the highway, would be about $11,000 the engineer said.

Handle Bicycles

It would be caged over with close-mesh metal fencing and would be accessible from each end by both stairs and ramps. The latter would accommodate bicycle traffic.

Parents who prefer to do so could deliver their children to the north end of the overpass on [illegible] Club way, letting them go the rest of the distance with others who walk to school. None of them would have to cross the highway on foot, or on bicycles, it was emphasized.

Louis J. Krakauer, president of Roosevelt PTA, said a canvass of parents showed 320 of them favored an overpass, having in mind a grade separation that would carry all Country Club way traffic over the highway. He pointed out that protection still would be needed on the present Philomath Road, which would continue in use.

Conklin said the new highway was expected to carry about 4,000 vehicles daily — slightly over half the present usage of Philomath road. The latter, now the Highway 20 route, would become a county road after the newly constructed section goes into use.

High-speed Route

The new section will be completed with paving next summer for two lanes of traffic and is designed as a high-speed, "through" route, similar to a freeway. Stop lights at the Country Club intersection are "out," Conklin said, since they generate rear end collisions on such routes.

Future plans provide for addition of two more lanes of parallel traffic, he added. From this it was brought out that the proposed pedestrian overpass would have to be doubled in length when the extra two traffic lanes are added, entailing additional cost.

Such future expenditure, plus the immediate one of constructing lengthy sidewalks leading to the school, brought the highway department's offer to contribute 50 per cent of the overpass only into question.

Precedents Cited

Similar provisions have been made in Portland, including the Failing school overpass, and in no instance has the highway department borne all the cost, Conklin countered. He said he does not believe its share in any instance has exceeded the share offered here.

Provided "figure four" left turn refuges would be provided on the two-lane route at the Country Club way intersection, he added, which were calculated adequate for safety of traffic leaving the route at that point. Several years, "possibly 15 or 20," would elapse before the extra two lanes would be needed.

In introducing Conklin to the meeting of some 75 resident PTA heads, school officials and the members of the Benton county court, Superintendent

(Continued on page 12, column 6)

(under)

...Students

...ge will be at least ... details ... called at the ... ...ght of its opening ... of about 230 will walk [illegible] ... attend in cars from ... north of the freeway, he said.

"The other 350 will be brought by school buses or come from the south side. The local ... crease capacity and ... ment must be substantial ... the time the new school opens," he added.

"A decision to construct a new high school on part of the school property there which is being considered, would make the ... double the anticipated ... its use by school busses," Wallace pointed out.

Robert E. Reiman emphasized that "a complete overpass to carry all County Club way traffic over the new high-speed highway is still a necessity."

His further remarks supporting that view, and urging Conklin to so advise state highway officials, drew a round of applause.

The traffic engineer said he would relay the feeling of his audience on the matter, but could not [illegible] ... and the cost ...

Valley Gazette-Times

CORVALLIS, OREGON · WEDNESDAY, NOVEMBER 25, 1959 · Established 1862

NG of Highway 20 and Country this picture. Temporarily paved Way, with the grade of the new ight angles. At left background can be seen construction under way for the city's second junior high school. Proposed pedestrian overpass would parallel Country Club Way, crossing highway at left of picture. G-T PHOTO.

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Estimated cost of the pedestrian overpass, described as an 80-foot steel span car[illegible] a [illegible]-foot wooden walkway 16 feet above the highway, would be about $11,000 the engineer said.

Handle Bicycles

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Possibility that left turn refuges would be provided in the two-lane route at the Country Club way intersection, he added, which were calculated adequate for safety of traffic leaving the route at that point [illegible] years, "possibly 15 or 20 [illegible] elapse before the extra two lanes would be needed.

In introducing Conklin to the meeting of some 75 resident PTA heads, school officials and the members of the Benton county court, Superintendent [illegible] R. Wallace of Corvallis schools presented figures on student trai[illegible]

Continued from page [illegible]

of a traffic overpass [illegible] practically feasible pro[illegible]

The Corvallis sch[illegible] ... meeting [illegible] ... across the [illegible]

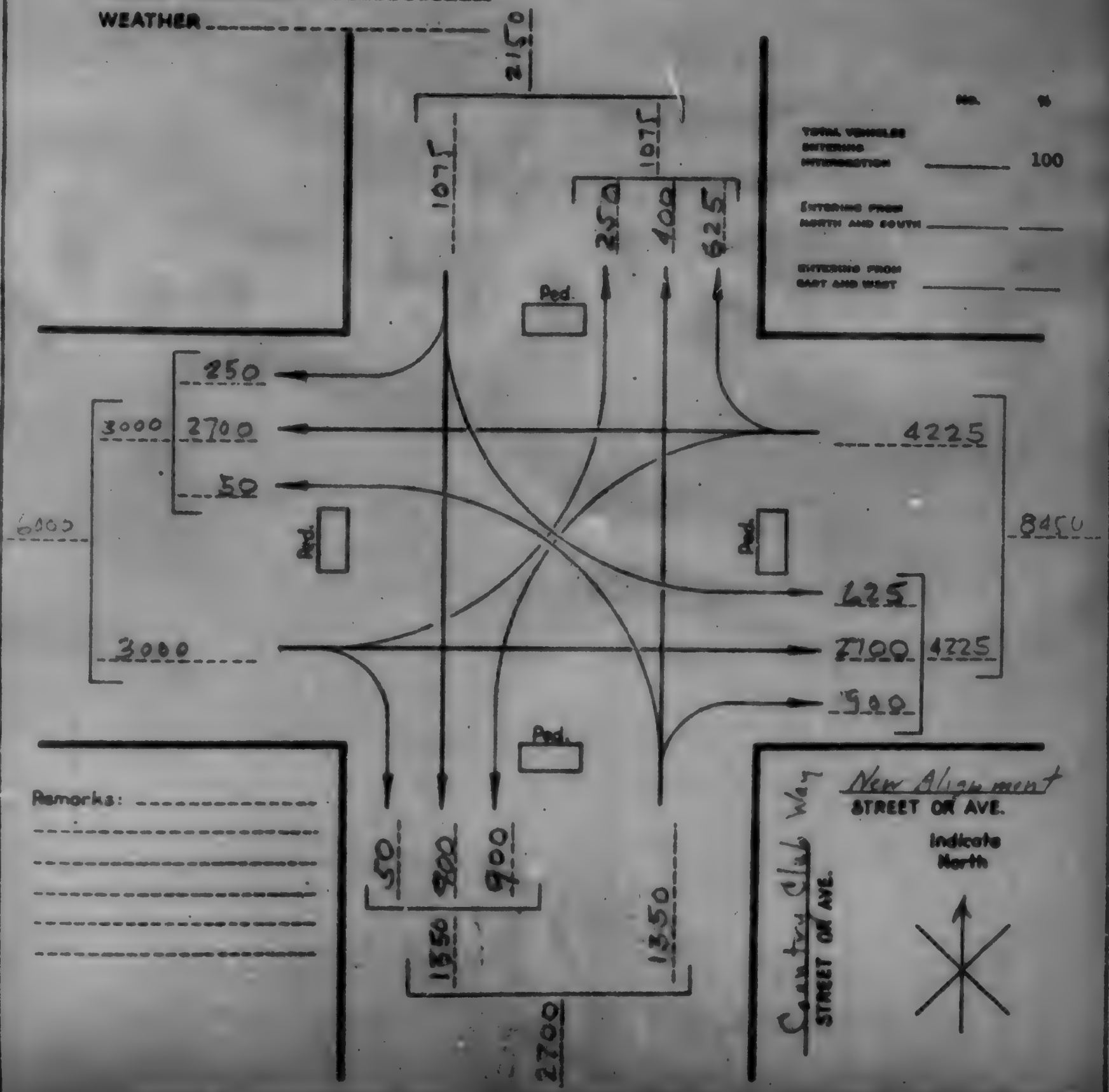
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

New Alignment

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1975 ADT
DAY OF WEEK
ACTUAL COUNT (VEH.) HRS.
HOURS COUNTED
PEDESTRIAN COUNT HRS.
HOURS COUNTED
WEATHER

CITY OF Corvallis
INTERSECTION OF Corvallis - Newport
STATION NO Hwy 8 County Club Way
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH AND SOUTH		
ENTERING FROM EAST AND WEST		

Remarks:

2-13-75

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1975 ADT

DAY OF WEEK

ACTUAL COUNT (VEH) ____ HRS.

HOURS COUNTED

PEDESTRIAN COUNT ____ HRS.

HOURS COUNTED

WEATHER

CITY OF Corvallis - Near Airport

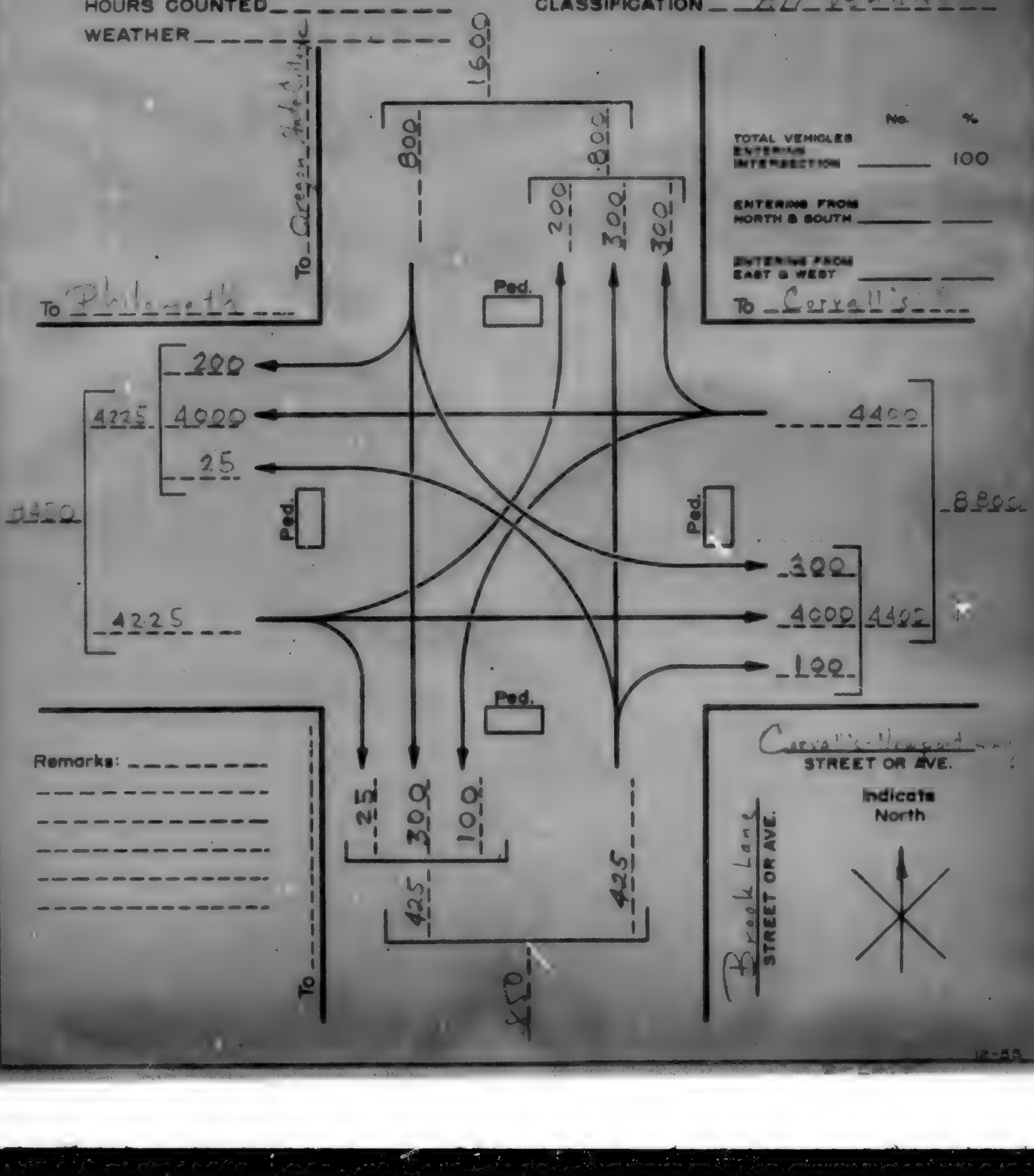
INTERSECTION OF Corvallis-Newport Hwy

AND Brook Lane

STATION NO.

CODE NO.

CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

Remarks:

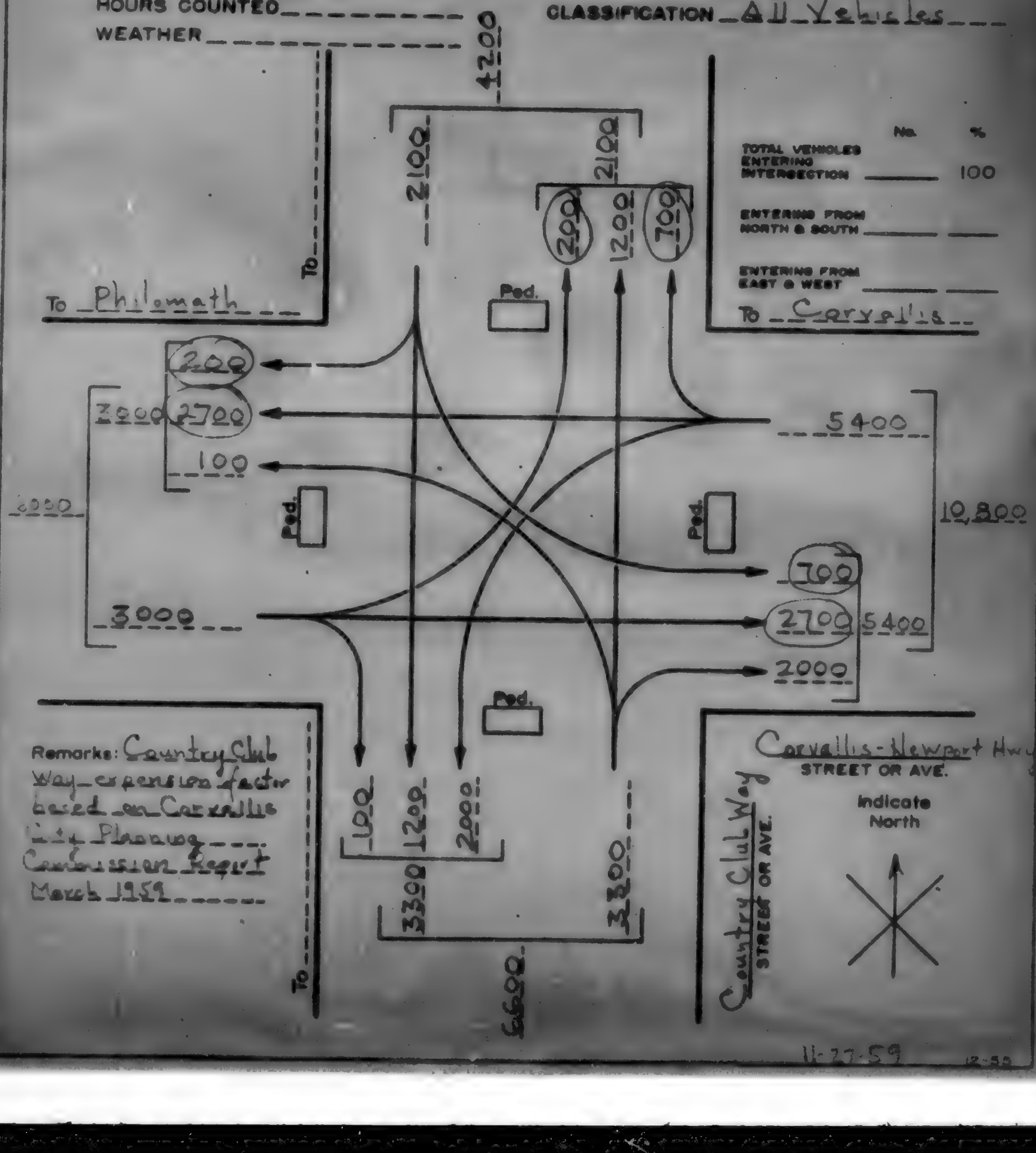
12-55

New Alignment

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE ADI Full Development in 20 Years
DAY OF WEEK _____
ACTUAL COUNT (VEH) _____ HRS.
HOURS COUNTED _____
PEDESTRIAN COUNT _____ HRS.
HOURS COUNTED _____
WEATHER _____

CITY OF Corvallis
INTERSECTION OF Corvallis-Newport Hwy
AND Country Club Way
STATION NO. _____
CODE NO. _____
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	_____	100
ENTERING FROM NORTH & SOUTH	_____	_____
ENTERING FROM EAST & WEST	_____	_____

To Corvallis

Remarks: Country Club Way - expansion factor based on Corvallis City Planning Commission Report March 1959

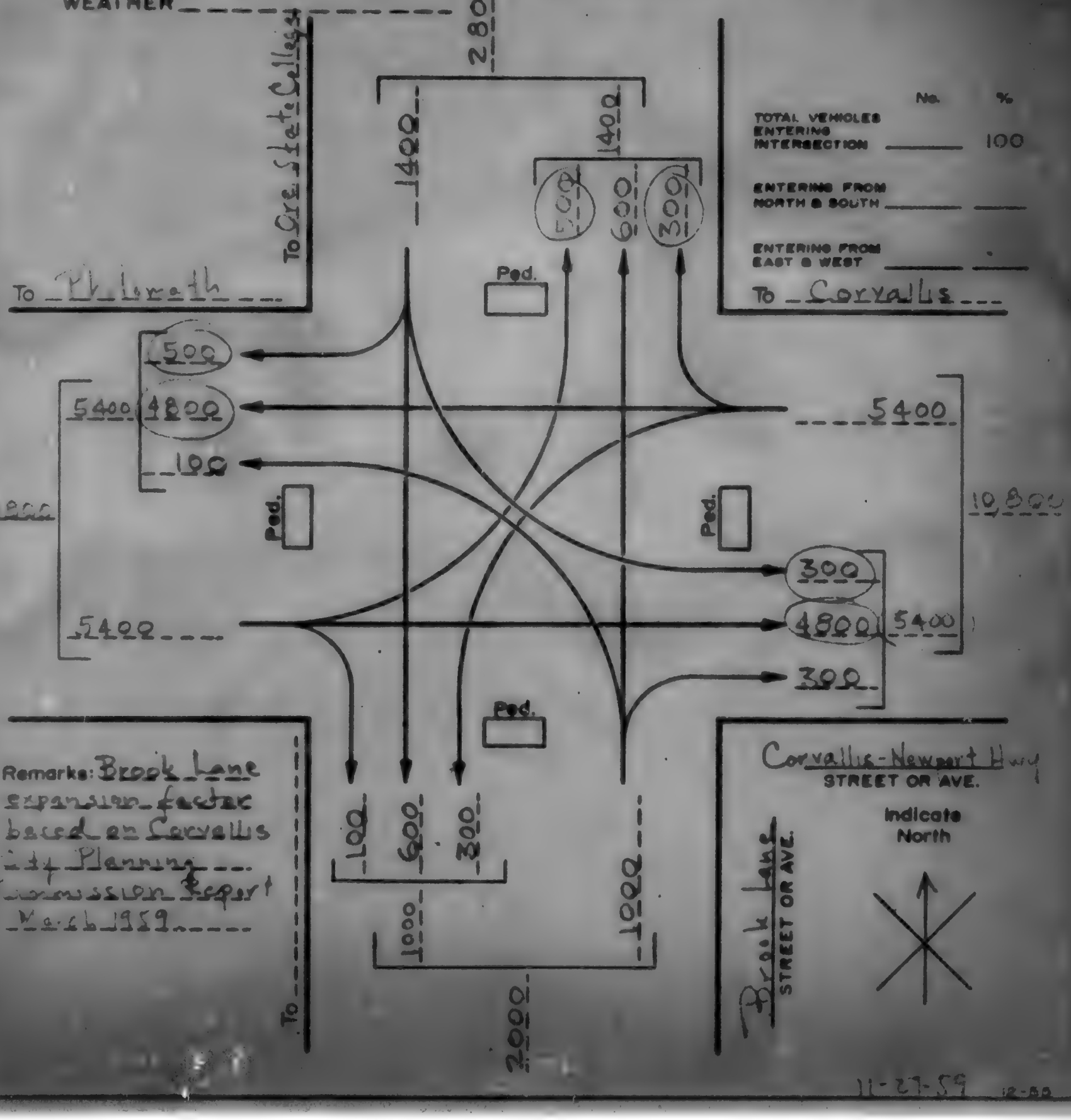
11-27-59

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

FULL DEVELOPMENT

DATE ALL JUNE 22 HOURS.
DAY OF WEEK _____
ACTUAL COUNT (VEH) _____ HRS.
HOURS COUNTED _____
PEDESTRIAN COUNT _____ HRS.
HOURS COUNTED _____
WEATHER _____

CITY OF Corvallis
INTERSECTION OF Corvallis-Newport Hwy
AND Brook Lane
STATION NO. _____
CODE NO. _____
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	_____	100
ENTERING FROM NORTH & SOUTH	_____	_____
ENTERING FROM EAST & WEST	_____	_____

To Corvallis

Remarks: Brook Lane expansion factor based on Corvallis City Planning Commission Report March 1959

11-27-59 R-80

RECEIVED
NOV 17 1959
FOR FILING

Salem, Oregon
November 16, 1959

Mr. F. B. Crandall

School crossing investigation, new alignment of Corvallis-Newport Highway at Country Club Way, west of Corvallis

I agree with you that a pedestrian overcrossing is the only adequate solution of the crossing of the Country Club road by the new alignment of the Corvallis-Newport Highway west of Corvallis.

We can not start any precedent of building pedestrian overcrossings at State cost every time we have a request for such facilities. In this case, however, the volume of school traffic is quite high and the topography helps to create a dangerous situation. I believe, however, that the problem is not entirely the State's and that the School District, itself, should aid in its solution. Please contact the District with a proposal that if the District will bear one-half the cost of the installation, we will recommend to the Highway Commission that the State bear the other half of the cost.

Before presenting the matter, make sure that our estimate of cost is reasonably correct and also study the matter of guide fencing on the Country Club road, as our experience shows fencing is necessary if pedestrians are to use an overcrossing.

GSP:gm
cc Mr. W. C. Williams

G. S. Paxson

RECEIVED
NOV 17 1959
FOR FILING

November 16, 1959

Mr. James M. Jackson
President, Harding School PTA
P. O. Box 172
Corvallis, Oregon

Dear Mr. Jackson:

The matter of the pedestrian crossing at the intersection of the Country Club road and the new alignment of the Corvallis-Newport Highway is receiving study by this Department. Our Traffic Engineering Division will get in touch with the local school authorities in the not too distant future.

I realize your anxiety in the matter and assure you that we will give it every possible consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pearson
Assistant State Highway Engineer

GSPigm
cc Mr. W. C. Williams
Mr. F. B. Crandall

FORM E-30 80M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1959

SUBJECT: School Crossing Investigation
New Alignment of Corvallis-Newport
Highway at Country Club Way
West of Corvallis
US20 - Hwy. No. 33 - M.P. X54 ±

To: G. S. Paxson
Ass't. State Highway Engineer
BUILDING

Attached hereto is a copy of a letter dated October 19, 1959, from Mr. Gerald R. Wallace, Superintendent of the Consolidated School District No. 509 CJ, Corvallis, relative to a safety problem with respect to school youngsters moving to and from the projected Jr. High School, scheduled for opening next fall, which school is in proximity to the intersection of our new Corvallis-Philomath Highway at Country Club Way. In response to the request, Mr. Holmes of the Traffic Safety Division in company with Mr. Conklin of this office did, on November 4, meet with school officials. I refer you to the attached plan for orientation.

The anticipated traffic on the new alignment is 4,200 vehicles per day, which traffic will probably move at speeds of 50 MPH, plus. Total enrollment of the school is estimated at 900 students with an estimated 400 of this total being required to cross the new highway alignment and this would amount to some 800 crossings per day on the part of the students.

There appears to be three possible treatments:

1. The installation of span wire mounted "SCHOOL CROSSING" signs with amber flashers and operation of a school patrol. The estimated cost of such treatment is $1,700.

2. Installation of a full-scale traffic actuated signal with pedestrian push-buttons. The estimated cost is $6,000.

3. Construction of pedestrian over-crossing. The estimated cost is $12,000.

With regard to the first proposal, I believe conditions of vehicular traffic and speeds thereof are "too much" for a school patrol to handle and I would not recommend such.

OTED

Regard option 2, considering vehicular volumes as well as pedestrian volumes, the full-scale actuated signal installation could not be warranted. Over and above the matter of warrant, signalization of an outlying high speed rural intersection would undoubtedly develop a high incidence of accidents, particularly rear-end collisions.

Notwithstanding the cost, it would appear that with the volume of vehicular traffic and high speeds thereof, plus an anticipated pedestrian volume of 800 youngsters per day, that serious consideration should be given to construction of a pedestrian over-crossing. Mr. Conklin, at the time of the contact, queried the school people with regard to financial participation and there was some indication that they would be willing to contribute to the cost, but there was no indication as to extent.

As you may know, we did acquire some of the school property in the course of our highway right-of-way acquisition, at which time on the basis of discussion with Mr. Benner, the school people wished to make provision for a pedestrian over-crossing a condition of the right-of-way deal. However it would appear that although no commitments were made as part of the right-of-way deal, it was inferred in the course of the right-of-way negotiation that at such time as a school was constructed, consideration would be given to the problem of the highway crossing on the part of the school youngsters.

Getting back to the city's participation, I doubt if we can get a 50-50 commitment. I believe that we might start with a 50-50 proposition and see what reaction we might get with the idea that we might drop back to a 75-25 arrangement.

Mr. Conklin is scheduled to meet again with the school people in a couple of weeks and it would be desirable to have some decision on this matter before that time.

F. B. Crandall
Traffic Engineer

FBC:bf
Attachment

RECEIVED
OFFICE OF
STATE TRAFFIC ENGINEER

THE EQUITABLE LIFE ASSURANCE SOCIETY
OF THE UNITED STATES
HOME OFFICE / NEW YORK 1, NEW YORK

JAMES M. JACKSON, REPRESENTATIVE
3340 HARRISON STREET
P. O. BOX 172
CORVALLIS, OREGON

November 9, 1959

State Of Oregon
Highway Department
State Office building
Portland, Oregon

Gentlemen:

Disturbing word has come to us at Harding Parent-Teachers concerning the pedestrian facilities (or lack of them) in the vicinity of the new Junior High School. This school is located adjacent to the Philomath-Corvallis Highway, now under construction. The information that has come to us indicates a potentially serious danger for children who must cross the highway to get to school. Several hundred young people will be walking or bicycling across this semi-freeway twice a day. Unless some provision is made for their safety there will some who don't make it. We prefer to have our children arrive at school and at home in full possession of their limbs and faculties.

It is true that overpopulation is one of the hazards facing the world today but this hardly seems the place to apply a remedy. We sincerely request that you do something to protect our children before, rather than after it is too late to prevent the first fatality.

REFERRED TO
Patton
BY DEPUTY STATE HIGHWAY ENGINEER

Sincerely,
James M. Jackson
James M. Jackson
President,
Harding School PTA

RECEIVED
STATE HIGHWAY ENGINEER

ADOPTED

CONSOLIDATED SCHOOL DISTRICT No. 509 CJ

P. O. Box 310
CORVALLIS, OREGON

ADMINISTRATION OFFICE
CITY HALL
9TH AND MADISON STS.

October 19, 1959

Mr. Bruce Campbell
Traffic Safety Division
State Highway Department
Salem, Oregon

Dear Mr. Campbell:

It has been suggested that I contact you relative to the traffic safety problem which will arrise when our new Junior High School opens next fall. Would it be possible for you or members of your staff to meet with representatives of our School Board and the Corvallis P.T.A. Council to discuss the problem of student traffic crossing the new Highway 20 at Country Club Way. We would like to avoid public pressure groups, if possible, and have this matter settled before school opens. We will welcome your coming to discuss the problem with us.

Sincerely,

Gerald R. Wallace
Superintendent

lb

NOTED
TRAFFIC CONTROL
ENGR.

RECEIVED
OCT 20 1959
TRAFFIC ENGINEERING

PRIOR SCOTT DLC #44

T. 12 S., R. 5

Inst. 18" Pipe - 64'
+00 Const. Outlet Ditch
(2' Bottom 1½ : 1 Sl.)
Dr. Exc. 10 C.Y.

Abandon Exist. Pipes
Const. 3 Rd. Apprs.
Inst. 12" Pipe - 68' (Total)
Dr. Exc. 3 C.Y.

Adjust (By Others)
Exist. 6" C.I. Water Line

County Club Rd.

S 32°05'13" W

267+85 Const.
(For

OETJEN Dr.

Const. Type 2 Fence

Const. Asph. Conc. Traffic Markers

Begin Oil

CCW 4+26
WB 267+84

240' Taper

260

R/W Line

265

270

50' ← To Prineville

Rev. 6%

240' Taper

Begin OH

R/W Line

Const. Type 2 Fence

WB 255 + 41.00 PAT.
255 + 41.00 PC

259+12.67 PRC
12' Rt. WB 259+12.41

262+84.34 PT.
24' Rt. WB 262+83.82

530'±

BORROW AREA

1° Rev. Curves
Δ 3° 45'
T 185.90'

Const. 2 Rd. Apprs.
Inst. 12" Pipe - 40' (Total)
Dr. Exc. 2 C.Y.

Exist. 2" Gas Line
Adjust (By Others)

FINAL SURVEY
BY | DATE
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

ORIGINAL SURVEY
BY | DATE
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

250
240
230

Ground Line

200' V.C.

+0.20

600' V.C.

Exc. 703
Emb. 601

Exc. 211
Emb. 180

Exc. 42,434

256
260
265
270

T. 12 S., R. 5 W., W.M.

JAMES A. BENNETT DLC #45

CORVALLIS SEC		
CORVALLIS - NEWPORT		
BENTON COU		
FED. ROAD Div. No.	STATE	PR NU
8	OREGON	U-

Exist. 6" C.I. Water Line

County Club Rd.

S 20° 53' 30" W

267+85 Const. Rd. Conn. Lt. & Rt. (For Profile See Sht. 7)

Possible Pedestrian Overcrossing - 80' x 6', plus Ramps

Const. Asph. Conc. Traffic Markers

Access Control Line

Const. Type 2 Fence

CCW 4+26.4 - WB 267+84.4

55' R

240' Taper

270

273

280

285

R/W Line

S 87° 55' 45" E

Exist. 6" C.I.

Controlled Access

To Corva.

Begin Oil

Future E.B. Line

R/W Line

Const. Type 3 Fence

Const. Type 2 Fence

272+96.66 P.R.C. 24' Rt. WB 272+97.18

276+68.33 P.R.C. 12' Rt. WB 276+68.59

280+40.00 P.T. WB 280+40.00

Exist. 2" Gas Line Adjust (By Others)

New Jr. High School (under construction)

1° Rev. Curves
Δ 3°43'
T 185.90'

----Install 1½" Galv. Rigid Electrical Conduit
Total Length 160'

600' V.C.

-0.72

Finish Grade

Subgrade

Exc. 9.280

Exc. 12.052

270

275

280

285

M.

S A. BENNETT DLC #45

CORVALLIS SECTION CORVALLIS - NEWPORT HIGHWAY BENTON COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	U-222(5)		

onn. Lt. & Rt.
See Sht. 7)

Possible Pedestrian Overcrossing - 82'x6' plus Ramps

Const. Asph. Conc. Traffic Markers

Access Control Line

Const. Type 2 Fence

275

280

285

TC 285+65.65 P.S.

16'

60'

RIW Line

S 87°55'45" E

4'

14'

Controlled Access

To Corvallis

Future E.B. Line

30'

RIW Line

Const. Type 2 Fence

Const. Type 3 Fence

272+96.66 P.C.
24' Rt. NB 272+97.18

276+68.33 P.R.C.
12' Rt. NB 276+68.59

280+40.00 P.T.
NB 280+40.00 P.O.T.

Jr. High School
construction)

1° Rev. Curves
Δ 3°43'
T 185.90'

----Install 1½" Galv. Rigid Electrical Conduit
Total Length 160'

2%

-0.72' Finish Grade

Subgrade

240

230

220

Exc. 3,230

To Sta. 278+00

Exc. 12,052

To Sta. 280+05

To Sta. 311+50

275

280

285

I-5-1(22) Grants Pass-Evans Cr. Sec., 1960
50 Pacific Hwy.
#5714 [redacted]

RECEIVED
OCT 12 1964
FOR FILING

J 1(2)
5714

October 9, 1964

This is to acknowledge receipt that the State Highway Department has received $8.75 from Ken Horner in payment for a certified copy of Contract No. 5714, Peter Kiewit Sons' Company, Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flkn

FORM E-123

RECEIVED
JUL 27 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. THOMPSON, JR.
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

J-5-1(22)50

1 | 17

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 24, 1964

~~Elizabeth~~ Division
Elastic Stop Nut Corporation
of America
1027 Newark Avenue
Elizabeth, New Jersey

Attention: Mr. Charles P. Jones
Asst. Secretary

Gentlemen:

This is to acknowledge your claim letters of July 20, 1964, stating that Foress Company, subcontractor, owes you for reflective signing material on the following State Highway Contracts with Peter Kiewit Sons' Co., prime contractor:

Contract No. 5565 for structures, grading and oiling on the Willamette River & judkins Point Overcrossing Section of the Pacific and McKenzie Highways in Lane County. Contract completed December 14, 1961, and accepted by the Highway Commission January 19, 1962. Amount of claim - $61.60.

Contract No. 5714 for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties. Contract completed July 18, 1962, and accepted by the Highway Commission October 8, 1962. Amount of claim - $1,535.36.

Contract No. 5831 for grading, paving, structures and signing on the Seven Oaks-Jackson St. Section of the Pacific Highway in Jackson County. Contract completed June 22, 1963, and accepted by the Highway Commission September 12, 1963. Amount of claim - $5,073.87.

The Aetna Casualty & Surety Company, through their Portland Service Department, 300 Yeon Building, Portland 4, furnished the performance bonds on these three contracts, which were given to assure completion of the contracts and payment of all bills incurred in then.

NOTED ON CARD

[illegible]
[illegible] Corporation of [illegible]
[illegible]

[illegible] review the surety and the prime contractor's [illegible] your claim letters and will forward them to the [illegible] by [illegible] filing.

For your information, we are attaching, excerpts from the [illegible] relating to "Bonds; Action on Same".

Yours very truly,

Floyd Dent, Secretary
[illegible] OF THE [illegible]

C. H. Head
By C. H. Head, Asst. Secretary

cc:

[illegible]
The [illegible] Surety Co.
[illegible] Department
[illegible]
[illegible], Oregon. 4

[illegible] Co.
[illegible]
[illegible], Oregon

[illegible] Co.
[illegible]
[illegible], Oregon

Hon. Howell [illegible]ing, Jr.
Secretary of State
Salem, Oregon

- Please acknowledge receipt of these claim letters on the enc. copy of this letter.

File No. 4152

FILED
JUL 2 [illegible]
HOWELL APPLING, JR.
SECRETARY OF STATE

JH.

RECEIVED
JUL 29 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

ESNA

ELIZABETH DIVISION
ELASTIC STOP NUT CORPORATION OF AMERICA
1027 NEWARK AVENUE • ELIZABETH, N.J. 07207 • EL 2-2900 TWX ELIZ NJ 1673

July 20, 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon 97310

Subject: Oregon Project 5714
Grants Pass - Evans Creek Unit

Dear Sir:

Please be advised that we have supplied reflective sign material for use on the subject project, for which our payment has not been received. We furnished supplies to the Foress Company, Corvallis, Oregon, which we understand to be a subcontractor to the Peter Kiewit Sons' Company, 711 East Main Street, Medford, Oregon.

Following are the details of our transaction with the Foress Company:

DATE	OUR	AMOUNT
2/20/62	9-7397	$ 430.95
4/25/62	9-7891	653.40
4/30/62	9-7891	12.50
5/ 4/62	9-8891	1.16
		$1,535.36

Your acknowledgment and comment on this matter will be greatly appreciated.

Very truly yours,

Charles P. Jones
Assistant Secretary

CPJ/ccc

RECEIVED
JUL 30 1964

RECEIVED
NOV 26 1963
FOR FILING
I 1(
5714

477 Cottage Street N.E.
Salem, Oregon 97301

November 18, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4DB Salem, Oregon

Deductions for moisture in Crushed Aggregates

The subject of excessive moisture in crushed base aggregates has come up after the completion of the following projects because in each case there was a large overrun in base materials and it was determined that part of the overrun was due to a high moisture content.

F-124(21) Buena Vista-Cape Sebastian Section - # 5793
Oregon Coast Highway

I-5-1(22)50 Grants Pass-Evans Creek Section - # 5714
Pacific Highway

I-5-1(23)26 Seven Oaks-Jackson Street Section - # 5831
Pacific Highway

I-5-1(33)36 Rock Point - Seven Oaks Section - # 5961
Pacific Highway

Our sister States in the Northwest evidently have had similar experiences because they now have sections in specifications which provide for deductions in pay quantities for excessive water.

Idaho's 1961 Standard Specification Page 69, states that moisture content in aggregates in excess of 4% will not be paid for.

Washington 1963 Standard Specifications, page 99, permits payment for a maximum of 4% water when less than 20% of the aggregate passes a 1/4" sieve and a maximum of 8% water when more than 20% passes the 1/4" sieve.

Montana deducts for that moisture content which exceeds 5%.

In view of the practices in these neighboring states and the considerable overruns on the listed projects, it appears that a similar specification warrants serious consideration for incorporation into Oregon's specifications.

Original To Young
11-22-63

NOTED
LLOYD P. SHAW

(more)

We are verbally informed that this subject has been discussed several times within your organization and we would very much appreciate your furnishing us with any conclusions which you may have reached on the subject.

RECEIVED
MAR 25 1963
FOR FILING

I-5-1(22)57
5714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
March 15, 1963

To: L. E. George
Sign Engineer
HIGHWAY SHOPS

SUBJECT: Signing
Grants Pass-Evans Creek Section
Pacific Highway - No. 1 - (I5)

Attached are plans for the permanent revisions to the signing on the above named section as per Mr. Edwards' letter of January 21, 1963. It should be noted that the new steel posts are designed to be fabricated from A-36 steel which is the new Bridge Division standard.

This revision has the approval of Mr. Edwards and the Bureau of Public Roads. The estimated cost of these revisions is $5,400 and is to be charged to Minor Betterment Funds, Signing Projects to be Selected.

Would you please notify Mr. Edwards' office and this office when this project has been completed.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DPD:pk
Attachments
cc: Tom Edwards
C. H. Maison
I. A. DeFrance
L. R. Chandler
G. L. Clark
R. L. Lammert

NOTED
TOM EDWARDS

RECEIVED
MAR 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 1 1963
FOR FILING

March 8, 1963

Long, Neuner, Dole & Caley
Lawyers
810 S. E. Douglas Avenue
Roseburg, Oregon

Gentlemen:

Thank you for your letter of March 6 and attached Notice of Withdrawal of Claim of Ironbridge Electric Company. The Notice states that this is in reference to labor and materials in the amount of $1,200 furnished to Snook Bros., subcontractor of Peter Kiewit Sons' Co. on State Highway Contract No. 5714 - Grants Pass-Evans Creek Section job in Josephine and Jackson Counties.

This information will be noted in our records and we will advise all interested parties.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Peter Kiewit Sons' Co.
711 East Main
Medford, Oregon

NOTED ON CARD

Commissioners

CWH:fp

J. V. LONG
GEORGE W. NEUNER
DONALD A. DOLE
ELDON F. CALEY

LONG, NEUNER, DOLE & CALEY
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON

MAILING ADDRESS
P. O. BOX 1305
ORCHARD 3-5541

March 6, 1963

Secretary of State
State of Oregon
Salem, Oregon

Attention: Mr. George C. Stevens,
Public Records Section

Gentlemen:

Enclosed you will find a Notice of Withdrawal and release of the claim filed against the surety on Job Contract #5714 for labor and materials furnished to Snook Bros., a sub-contractor of Peter Kiewit Sons' on that highway contract.

This Withdrawal has been executed by myself as Attorney in Fact for the claimant, Trowbridge Electric Company.

The enclosed withdrawal of the claim should suffice to clear the record in this matter.

Very truly yours,

Eldon F. Caley

EFC/sg
Enclosure

Cec, please handle

RECEIVED
MAR [illegible] 1963
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF WITHDRAWAL OF CLAIM

To: Secretary of State
State of Oregon

The Secretary of the
OREGON STATE HIGHWAY COMMISSION

and

Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

On or about November 29, 1962, the undersigned Trowbridge Electric Company filed a Notice of Claim for labor performed and materials furnished to Snook Bros., sub-contractor of Peter Kiewit Sons' Company in the sum of $1,200.00 against the bond taken from Peter Kiewit Sons' and surety thereon on job contract No. 5714 involving highway from Grants Pass, Oregon to Evans Creek, Oregon.

Notice is hereby given that the undersigned, Trowbridge Electric Company does hereby withdraw and release said claim and does release the said Peter Kiewit Sons' Company and surety from any further liability insofar as said claim is concerned.

DATED this 11th day of March, 1963.

TROWBRIDGE ELECTRIC COMPANY

By Eldon F. Caley
Eldon F. Caley
Attorney of Record

RECEIVED
FEB 14 1963
FOR FILING

I-5-1 (22) TO
5714

February 13, 1963

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment in the amount of $2,075.09 will be made to Peter Kiewit Sons' Co., on contract #5714 for paving-structures-signing the Grants Pass-Evans Creek Section of Pacific Highway in Josephine-Jackson Counties, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $2,422,740.82 including the post-final payment. Of the total $31,910.18 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

da

cc: Peter Kiewit Sons' Co.,
711 East Main
Medford, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
FEB 5 - 1963

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: January 25, 1963

5714

FROM : A. M. Parsons, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Sign Changes - Oregon Project I-5-1(22)50
Grants Pass-Evans Creek Section,
Pacific Highway

Reference is made to the footnote on your letter of January 21, 1963 to the city manager of Grants Pass relative to the above subject matter. Your request for approval of the proposed sign changes is hereby granted with the understanding that Federal funds will not participate in the cost of the changes.

Copy to Grants Pass 2-4-63

NOTED
TOM EDWARDS

NOTED
LLOYD P. SHAW

RECEIVED
JAN 28 1963

RECEIVED
DEC 26 1962
FOR FILE
5714

December 26, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

A post-final payment in the amount of $609.70 will be made to Peter Kiewit Sons' Co., on contract #5714 for paving-structures-signing the Grants Pass-Evans Creek Section of Pacific Highway in Josephine-Jackson Counties, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $2,420,665.73, including the post-final payment. Of the total, $29,835.09 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 E. Main
Medford, Oregon

cc: C. H. Maison

RECEIVED
DEC 26 1962

5714

December 26, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

On October 9, 1962, you were notified of the release of final payment on contract #5714, awarded to Peter Kiewit Sons'Co., for paving-structures-signing on the Grants Pass-Evans Creek Section of Pacific Highway in Josephine-Jackson Counties.

Final payment on this contract is $71,816.97 and the total contract amount is $2,420,056.03, including $29,835.09 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 E. Main
Medford, Oregon

cc: C. H. Maison

PS: This final payment letter should have been written around October 27, 1962, but for some reason did not get written.

dc

RECEIVED
DEC 5 1962
FOR FILING

5714

December 4, 1962

Long, Neuner, Dole & Caley
Lawyers
P. O. Box 1205
Roseburg, Oregon

Attention: Mr. Eldon F. Caley

Gentlemen:

This is to acknowledge receipt of your letter of December 28, with attached copy of Notice of Claim of your client, Trowbridge Electric Company, Roseburg, stating that Brook Bros., (Subcontractor), owes them for labor and materials in the amount of $1,200.

From the description in the Notice, this appears to be in reference to the Peter Kiewit Sons' Company, Contract [illegible]14 for paving, structures and signing on the [illegible]s-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.

We have received notification from the Secretary of State that the Trowbridge Electric Company's claim was filed in his office on November 29, 1962.

Our records indicate that The Aetna Casualty and Surety Company is the surety and Portland Service Department, [illegible] Building, Portland 4, Oregon, is the agent on this bond.

As requested in the affidavit of Ray O. Sims, Vice President of Trowbridge Electric Company, we are attaching a certified copy of the contract and bond covering this contract.

This information will be noted in our records and we are advising the surety and the contractor of this filing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Noted on card
F. N.

CWH:fkn

Att.

RECEIVED
DEC 5 1962
FOR FILING

5714

December 4, 1962

Long, Neuner, Dole & Caley
Lawyers
P. O. Box 1205
Roseburg, Oregon

Attention: Mr. Eldon F. Caley

Gentlemen:

This is to acknowledge receipt of your letter of November 28, with attached copy of Notice of Claim of your client, Trowbridge Electric Company, Roseburg, stating that Snook Bros., (Subcontractor), owes them for labor and materials in the amount of $1,200.

From the description in the Notice, this appears to be in reference to the Peter Kiewit Sons' Company, Contract No. 5714 for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.

We have received notification from the Secretary of State that the Trowbridge Electric Company's claim was filed in his office on November 29, 1962.

Our records indicate that The Aetna Casualty and Surety Company is the surety and Portland Service Department, 300 Yeon Building, Portland 4, Oregon, is the agent on this contract.

As requested in the affidavit of Ray O. Sims, Vice President of Trowbridge Electric Company, we are attaching a certified copy of the contract and bond covering this contract.

This information will be noted in our records and we are advising the surety and the contractor of this filing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Noted on card
F. N.

CWH:fkn

Att.

December 4, 1962

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

We have received notification from the Secretary of State informing us that Ironbridge Electric Company, Roseburg, has filed a claim in the amount of $1,200 for labor and materials furnished to Sneak Bros., subcontractor of Peter Kiewit Sons' Company.

This appears to be in connection with the Peter Kiewit Sons' Company Contract No. 5714 for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.

Attached is a copy of the Notice of Claim.

We provide this information as your company appears as surety on the performance bond on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc: Peter Kiewit Sons' Company
711 E. Main
Medford, Oregon

Commissioners

CWH:fkn

Noted on card - F.N.

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

November 29, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Eldon F. Caley, c/o Long, Neuner, Dole & Caley, Lawyers, 810 S. E. Douglas Avenue, Roseburg, Oregon and filed as of this date, a notice of claim by Trowbridge Electric Company for labor performed and materials furnished to Snook Bros., sub-contractor of Peter Kiewit & Sons' Co., in the sum of $1,200.00 against the bond taken from Peter Kiewit & Sons'. principal and United Pacific Insurance Company, surety for the work described as job contract #5714 involving highway from Grants Pass to Evans Creek, Oregon.

We understand that you have received copies of the claim for your information and files.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo C Stephens
Public Records Section

GS:FK

NOTED
C. W. HEAD

RECEIVED
NOV 29 1962
OREGON
STATE HIGHWAY COMMISSION

LONG, NEUNER, DOLE & CALEY
LAWYERS
810 S. E. DOUGLAS AVENUE
ROSEBURG, OREGON

MAILING ADDRESS
P. O. BOX 1205

ORCHARD 3-5541

J. V. LONG
GEORGE W. NEUNER
DONALD A. DOLE
ELDON F. CALEY

November 28, 1962

Oregon State Highway Commission
Office of the Secretary
Salem, Oregon

Re: Highway Construction Bond

Gentlemen:

Enclosed with this letter you will find a duplicate original "Notice of Claim" presented for filing by the Trowbridge Electric Company. This claim is against the bond of Peter Kiewit Sons' Company covering job contract No. 5714 and is for labor and materials supplied to a sub-contractor of that company.

Also enclosed with this letter you will find an original Affidavit by an authorized official of the Trowbridge Electric Company which should serve as an application to your office for a certified copy of the bond against which this claim is made. It is my understanding that this Affidavit will suffice to authorize you to honor this application. However, if there are other forms necessary, please send them to me and we will complete and return them.

Very truly yours,

Eldon F. Caley

EFC/mg
cc: Trowbridge Electric Co.

NOTED
FLOYD QUERY

Cc, please reply

RECEIVED
NOV 29 1962
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

To: Peter Kiewit & Sons' Company
405 E. Main
Medford, Oregon

Snook Bros.
P. O. Box 687
Corvallis, Oregon

The Secretary of the
OREGON STATE HIGHWAY COMMISSION

SECRETARY OF STATE
State of Oregon
and

United Pacific Insurance Co.
Box 1216
Tacoma 1, Washington

Pursuant to ORS 279.526 et seq, notice hereby is given that the undersigned, TROWBRIDGE ELECTRIC COMPANY, an Oregon Corporation, has a claim for labor performed and materials furnished to Snook Bros., Corvallis, Oregon, sub-contractor of Peter Kiewit & Sons' Co., performed upon, used on or consumed in the prosecution of the hereinafter described highway project in amounts as follows:

Labor.	$ 453.00
Lighting Luminaires. . .	350.00
Other Materials.	397.00
	$1,200.00

Said labor was performed for and said materials were furnished and supplied to Snook Bros. at their request in or about Josephine and Jackson Counties in Oregon and were performed and furnished by the undersigned in and upon that portion of highway covered by job contract # 5714 from Grants Pass to Evans Creek, Oregon. This claim is in the sum of $1,200.00, all of which is unpaid and is against the bond taken from Peter Kiewit & Sons' as principal and United Pacific Insurance Company as surety for the work described as job contract #5714 involving highway from Grants Pass to Evans Creek, Oregon.

DATED this 27th day of November, 1962.

TROWBRIDGE ELECTRIC COMPANY

By: _____
Vice President

AFFIDAVIT OF RAY O. SIMS

I, Ray O. Sims, being first duly sworn, do depose and say:

That I am employed by the Trowbridge Electric Company, an Oregon Corporation in Roseburg, Oregon and I am Vice President thereof, and that I am in charge of the work for which said company is making claim under the bond hereinafter described pursuant to ORS 279.502 et seq. That I am authorized to make application for a copy of the said bond in behalf of the said Trowbridge Electric Company pursuant to ORS 279.512 and 279.515.

That the Trowbridge Electric Co. has performed labor and supplied materials in the agreed and reasonable sum of $1,200.00 to Snook Bros and said labor and materials were performed upon, used on and consumed in the construction of a portion of highway covered by State Highway Contract No. 5714 from Grants Pass to Evans Creek, Oregon. The principal contractor on said job is Peter Kiewit & Sons' Co. and Snook Bros. to whom the said labor and materials were supplied is, according to our information and belief, a sub-contractor of the said Peter Kiewit & Sons' Company. That the claim of Trowbridge Electric Co. is or will be against the bond supplied by the said Peter Kiewit & Sons' Company. That the Trowbridge Electric Co., applicant herein, supplied labor and materials for the prosecution of the work set forth under job contract No. 5714.

That this affidavit is made pursuant to ORS 279.514 and for the purpose of applying for a certified copy of the bond or bonds applicable to job contract No. 5714, on which Peter Kiewit and Sons' Co. is the prime or principal contractor.

DATED this 27th day of November, 1962.

Ray O. Sims

Subscribed and sworn to before me this 27th day of November, 1962.

Notary Public for Oregon
My Commission Expires 5/5/63

RECEIVED
NOV 9 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 2 SHEETS

Grants Pass - Evans Ck.
Pacific Highway
Josephine County

Portland Concrete Cores

617 : 0 : 7

	Date Rec'd Lab	Core No.	Sta.	Offset &	Thickness of Core	Max. Size of Aggregate	Date Tested
575562	10-20-61	66	509+12	4.5' Rt.	7 3/8"	2"	
"	"	67	508+33	5.0' Rt	7 1/4"	2"	
"	"	68	507+81	7.1' Rt	8 1/8"	2 1/4"	
"	"	69	507+50	6.0' Rt	8 1/8"	none	
"	"	70	502+50	4.0' Rt	8"	2"	
576128	10-25-61	71	4+475+03	6.0' Lt	8"	3 1/2"	
"	"	72	452+02	6.0' Lt	8 1/2"	none	
"	"	73	424+00	2' Rt.	8 3/8"	2 1/4"	
576936	11-1-61	74	401+35	3' Rt	8 1/8"	none	
"		75	362+08	7' Lt	8"	2"	
"		76	312+50	3' Lt	8 1/8"	2 3/8"	
"		77	299+00	0.75' Rt	8"	2 1/2"	
577886	"	78	218+56	3' Rt	8 1/4"	2 1/2"	
"	"	79	214+53	3 1/2' Rt	8 1/2"	none	
"	"	80	2 59+48	8' Lt.	8 1/2"	none	
579346	"	81	175+53	6' Lt NB	8 1/4"	none	
"		82	132+28	6' Rt NB	8 3/8"	none	
"		83	93+00	2' Rt NB	8 1/2"	3"	
"		84	1216+79	3' Rt NB	8 1/4"	none	
"		85	1207+98	3' Lt NB	8 3/8"	3 1/4"	
579965	11-14-61	86	465+45	7' Rt	8 3/8"	3 1/4"	11-17-61
"		87	475+62	3 1/2' Lt	8 1/4"	3 1/2"	11-17-61
"		88	4[illegible]+24	4 1/2 Rt	8 1/2"	3 1/4"	11-14-61
"	SHOT VOID	89	449+50	6' Rt	8 1/8"	—	11-16-61
"		90	441+64	7' Rt	8 1/4"	3 1/4"	11-16-61
"		91	439+21	6 1/2 Lt.	8 1/4"	3 7/8"	11-16-61
"		92	420+13	2' Rt.	8 3/8"	3 1/2"	11-17-61

RECEIVED
NOV 5 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF

Grants Pass-Evans Ck Continued
Pacific Highway
Josephine County

CAT NO	Date Rec	Sta	Sta	offset	Thickness of Conc	Dowel Bars from	
S 7-4465	Nov 29-61	93	410+94	6½' Lt	9¼"	Surface —	
		94	362+62	9' Rt	7½"	2¼"	
		95	362+23	9' Rt	9"	—	
S 8-594	Dec 6-61	96	265+08	8' Lt	9"	2½"	
		97	229+50	9' Rt	8⅝"	3"	
		98	336+28	3' Rt	9"	2¾"	
		99	304+50	6' Lt	9"	2¾"	
		100	299+00	6' Lt	9¼"	3¼"	
S 8-1107	Dec 12-61	102	143+03	Rt ℄	9"	none	
	Dec 30	89	449+52	6' Rt		metal	
		90				steel	
		90A				metal	
		91				steel	
		91A				metal	

RECEIVED
OCT 26 1962
FOR FILING
I (-1 (22) 10
5714

Salem, Oregon
October 24, 1962

Mr. Forrest Cooper
State Highway Engineer
O f f i c e

On the Grants Pass-Evans Creek Section of Interstate 5 in Josephine County, a 200-foot run was constructed without a longitudinal joint. This was on the Peter Kiewit Contract 5714. The section is about 300 feet west of the Foothills crossing at M. P. 263.25.

On the Seven Oaks-Jackson Street Section of the same highway, this being Peter Kiewit Contract 5831, a 1000-foot section in the northbound lane was constructed without a longitudinal joint. This is just north of Table Rock Road.

I have not personally seen either situation, but I am told that to date no cracking has occurred nor has any type of adverse condition appeared.

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

FORM E-30 3OM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1962

SUBJECT:

To: R. L. Porter
Assistant State Highway Engineer
O F F I C E

In the year of 1960 or 1961, I believe we laid a short section of concrete pavement without sawing a longitudinal joint.

Will you please give me a report on this and tell me what happened.

Forrest Cooper
State Highway Engineer

FC:fn

cc G. S. Paxson
Victor D. Wolfe

Grants Pass - Evans Creek
PK # 5714
200' NB Lane
300' West Pavement Xing
MP 263.26

Ind - Jackson St
PK # 5+33 600' SB Lane
MP 287.10
Ind North Table Rock Rd St.

NOTED
R. L PORTER

RECEIVED
OCT 9 1962
FOR FILING

October 9, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #5714 awarded to Peter Kiewit Sons' Co., for paving-structures-signing on the Grants Pass-Evans Creek Section of Pacific Highway in Josephine-Jackson Counties, was completed July 18, 1962, and was accepted by the Highway Commission on October 8, 1962.

Final payment will be released to the contractor as soon as payment processing can be completed, but in no event before October 16, 1962.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Peter Kiewit Sons' Co.,
711 E. Main
Medford
Oregon

cc: R. L. Porter
L. H. Young
C. H. Matson

RECEIVED
OCT 9 1962
FOR FILING

5714

October 8, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed July 18 on Contract 5714. The contract was with Peter Kiewit Sons' Company and was for paving, structures, and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 8, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

Same by letter written 10/9/62

HLP:ajw hlb

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1962

Smith

SUBJECT: Acceptance of Contract

To: Mr. R. L. Porter
Assistant Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5714 with Peter Kiewit Sons' Co. for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, completed July 18, 1962.

L. H. Young
Office Engineer
By J. C. Hardie

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
OCT 5 - 1962
OFFICE OF
[illegible] ENGINEER

ROUTED
R. L PORTER

RECEIVED
OCT 4 1962
FOR FILING

5714

October 4, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Semi-final payment on contract #5714 for paving-structures-signing on the Grants Pass-Evans Creek Section of Pacific Highway in Josephine-Jackson Counties, will be released to the contractor, Peter Kiewit Sons' Co., on or after October 11, 1962.

This payment will be in the amount of $7,850.44 and the amount of retained percentage will be adjusted to $71,703.22.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 E. Main
Medford
Oregon

RECEIVED
OCT 3 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

October 2, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

5714

A. W. Parsons, Division Engineer
08-35.8-DB Salem, Oregon

Oregon Project I-5-1(22)50
Grants Pass - Evans Creek Section
Contract No. 5714

Please refer to your letter of July 23, 1962 concerning subject project.

Final inspection of the project was made August 23, 1962. This will confirm our acceptance of the project as of that date.

Original To Morgan
Copy To Young
10-3-62

NOTED
R. L. PORTER

RECEIVED
OCT 1 1962
FOR FILING

I-5 1(32) 0
5714

September 28, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Contract #5714 awarded to Peter Kiewit Sons' Co., for paving-structures-signing on Grants Pass-Evans Creek Section on Pacific Highway in Josephine-Jackson Counties was completed on July 18, 1962, but has not been accepted by the Highway Commission.

Final payment, in the amount of $71,816.97 will be released to the contractor after acceptance by the Commission. The total contract amount is $2,390,220.94 including $29,835.09 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 E. Main
Medford
Oregon

RECEIVED
SEP 17 1962
FOR FILING

I-5-1(11) 5

5714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 12, 1962

SUBJECT:

To: Mr. Tom Edwards
Assistant State Highway Engineer
D E P A R T M E N T

664

assign # 664 Completed jw

The State Police signs on the Grants Pass-Evans Creek section of I-5 were installed on August 31, 1962.

W. O. Widdows
Assistant Maintenance Engineer

WOW:rk

cc: F. B. Crandall

NOTED
TOM EDWARDS

RECEIVED
SEP 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1962
FOR FILING

September 4, 1962

Mr. Edward C. Lynch
Peter Kiewit Sons' Co.
515 South 39th Street
Post Office Box 1777
Tacoma, Washington

Re: Granite Pass-Stone Creek
Section
Contract 5714

Dear Mr. Lynch:

Reference is made to the question of the Richfield contribution toward flagging costs on that portion of this contract where your vehicles crossed a county road.

A thorough and complete investigation of the matter indicates that this might be construed as a gray area situation, and in order to be completely fair, this Department is prepared to pay 57½ per cent of your flagging costs in this location.

Will you please submit the normal billings through regular channels.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLPrajr

cc Rod Miller, Peter Kiewit Sons', Medford

Forrest Cooper
L. L. Linkhe
F. D. Morgan
L. E. Young
L. E. Chandler

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY — I-5-1(22)50

For Week Ending September 1, 19 62

Section Grants Pass - Evans Creek — Kind of work Paving, Structures & Signing

Highway Pacific — County Josephine & Jackson — Section prefix 617-1047

Contractor Peter Kiewit Sons' Co. — Contract number 5714

Date of contract June 2, 19 60 — Specified work days 215

Date work started June 29, 19 60 — Work days used 210

Project authorization . . . . . $2,691,152.44 — Per cent of time elapsed 97.7%
Exclusive of engineering $2,499,781.60

Estimated cost of completed project, exclusive of engineering $2,420,493.07

Estimated per cent ~~overrun~~ or underrun 3.17%

Per cent of contract completed, based on estimated cost . . . . . %
Engineering authorization $191,370.84

Engineering cost to date $164,500, 85.96% — Date project was completed ....., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100%		100%	100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Job Completed.

Semi-Final Estimate Submitted to Division Office August 23, 1962.

NOTED
R. L PORTER

CONSTRUCTION BRANCH
RECEIVED
SEP 4 1962
NOTED

Signed E. Roberts

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	A. C. Pave. GRADING Ton	SURFACING ton	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	Concrete PAVING Sq. Yd.
Miles in project	8.65	8.65			8.65
Miles partially completed	None	None			None
Miles completed	8.65	8.65			8.65
Total estimated quantities (contract)	20,300	262,500			250,000
Total quantities corrected to date	20,396	291,900			244,199
Estimated quantities moved or placed to date	20,396	291,900			244,199
Average daily quantities Past Week	None	None			None
Average daily quantities necessary to complete project on time	None	None			None
Number shifts per day		--			
Hours per shift		--			
Average force on project for week		--			
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or sereening plants .....

Compressors ....., Bulldozers....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday			

PROJECT COMPLETED

RECEIVED
COMMISSIONER
AUG 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I 5714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 31, 1962

Niedermeyer-Martin Co.
Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Bob Gilsdorf

Gentlemen:

This is in reply to your letter of August 17, addressed to Mr. Ed Rief, State Highway Department, Portland, requesting information on several state highway contracts. We are listing a description of these contracts as follows:

1. Contract No. 5565 with Peter Kiewit Sons' Co., P. O. Box 1777, Vancouver, Wn., for structures, grading and oiling on the Willamette River & Judkins Point Overcrossing Section of the Pacific and McKenzie Highways in Lane County. Surety - The Aetna Casualty & Surety Company,300 Yeon Bldg., Portland 4, Oregon. Completed - December 14, 1961; accepted January 19, 1962.

2. Contract No. 6052 with Birkemeier Construction Co., 14511 S. E. River Road, Milwaukie, for N. E. 122nd Avenue Structure, grading and paving of Sandy Blvd. and UPRR Overcrossings in City of Portland, Multnomah County. Surety - United Pacific Insurance Company, through the agent, Mansfield & Co., 1975 S. W. 5th Ave., Portland 1. Contract not yet completed.

3. Contract No. 5714 with Peter Kiewit Sons' Co., 711 E. Main, Medford, for paving, structures and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties. Surety - The Aetna Casualty & Surety Company, 300 Yeon Bldg., Portland 4. Completed July 18, 1962,but not yet accepted by the Highway Commission.

4. Contract No. 6024 with Salem Road & Driveway Co., P. O. Box 603, Salem, for paving Battle Creek Junction-Illahee Section of the Pacific Highway in Marion County. Surety - United Pacific Insurance Company through the agent, Victor S. Risley Co., 223 Board of Trade Building, Portland 4. Completed August 23, 1962, but not yet accepted by the Highway Commission.

5. Contract No. 5991 with C. R. O'Neil, Rt. 2, Box 95, Creswell, for grading and structure on the N. Ashland Interchange-S. Ashland Interchange Section of the Pacific Highway in Jackson County. Surety - Great American Insurance Company, through the agent, Wells-Reed Insurance, 412 Failing Bldg., Portland 4. Contract not yet completed.

6. Contract No. 5829 with Vernie Jarl, P. O. Box 507, Gresham, for grading, paving, structures, and signing on the Multnomah County Line-East Cascade Locks Section of the Columbia River Highway in Hood River County. Surety - General Insurance Company of America, through the agent, Dooly & Co., Board of Trade Bldg., Portland 4. Contract not yet completed.

You state in your letter that you have delivered material to the Foress Company, Corvallis, in connection with the above jobs, and have experienced difficulty in obtaining payment. You are no doubt aware that the sureties on the various contracts furnished the performance bonds, which were given to assure completion of the contracts and payment of all bills incurred in them.

If you wish to protect your claims under the bonds, they should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission. For your information, we are attaching excerpts from the Oregon laws outlining the filing procedure.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CC:
Mr. Ed Rief
Oregon State Highway Department
9200 S. E. McLaughlin Blvd.
Portland, Oregon

RECEIVED
AUG 21 1962
FOR FILING

I-5-1 (2)

5714

August 21, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Release of $51,918.58 on contract #5714 on or after August 28, 1962, will be made to Peter Kiewit Sons' Co., for paving-structures-signing the Grants Pass-Evans Creek Section of Pacific Highway in Josephine-Jackson Counties.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $71,460.42.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 E. Main
Medford
Oregon

RECEIVED
AUG 21 1962
FOR FILING

I-5-1 (21)
5714

August 21, 1962

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

Release of $51,918.58 on contract #5714 on or after August 28, 1962, will be made to Peter Kiewit Sons' Co., for paving-structures-signing the Grants Pass-Evans Creek Section of Pacific Highway in Josephine-Jackson Counties.

This payment reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $71,460.42.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peter Kiewit Sons' Co.,
711 E. Main
Medford
Oregon

RECEIVED
AUG 23 1962
FOR FILING

E 714

664

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 20, 1962

SUBJECT: State Police Sign Installation
North Grants Pass Interchange
TE 664

To:

W. O. Widdows
Asst. Maintenance Engineer
Highway Shops

We have recently transmitted to your office material concerning "State Police" sign installations at the North Grants Pass Interchange. This letter is to advise you that these two additional signs at the North Grants Pass Interchange have been approved by the Bureau of Public Roads.

Would you please notify both Mr. Edwards' office and this office at such time as the signs have been installed.

F. B. Crandall
Traffic Engineer

LEG:mgm
cc: Tom Edwards - Completes TE 664

RECEIVED
AUG 21 1962
STATE HIGHWAY

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 13, 1962

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-1(22)50 N. Grants Pass Interchange Signing

The additional signing at the N. Grants Pass interchange, to provide information concerning the State police office, is approved as requested in Mr. Edwards' letter of August 9. It is noted that these signs will be added on a non-participating basis.

RECEIVED
AUG 11 1962

RECEIVED
AUG 15 1962
TRAFFIC ENGINEERING

NOTED
TOM EDWARDS

RECEIVED
AUG 9 1962
FOR FILING
5714

August 9, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

The attached plan shows the addition of State Police signs at the N. Grants Pass Interchange on the Grants Pass-Evans Creek Section of the Pacific Highway No. 1 (Contract No. 5714). It is planned to install these signs as non-participating items under the contract as soon as possible.

We have already received informal approval from your office and we are submitting it at this time for formal approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
G. S. Paxson
F. B. Crandall

DPD:sm jw

18'-0"

199

Grants Pass
Redwood Hwy.
EXIT 2 MILES

Sign (1)
Type "A"

14'-6"

6th Street

Sign (5)
Type "A"

14'-6"

Roseburg 66
Portland 243

Sign (2)
Type "A"

14'-6"

6th Street
EXIT 1 MILE

Sign (6)
Type "A"

16'-6"

NORTH
99 5 Portland

10"x12" Arrows

Sign (7)
Type "A"

State Police
NEXT RIGHT

SPEED "70"
R-200-60

R-100-30

R-300-36

R-370-60

R-102-48

D-1-60

R-453-48

1155+00
1165+25
1175+00
1185+00
1200+52

To Roseburg

SPEED "40"
R-208-60

W-306-48

1074+75
1137+00
1193+00

18'-0"

199

Grants Pass
Redwood Hwy.
EXIT 1 MILE

Sign (3)
Type "A"

15'-6"

Scoville Rd.

12"x27" Arrow

Sign (8)
Type "A"

199 24"

Sign (14)

JCT - Type "G"

24" 99 5 24"

Sign (15)

7'-6"

Medford
Portland

8"x12" Arrows

Type "G" - SOUTH

24" 99 5 24"

Type "G"

Sign (9)
Type "A"

18'-0"

199

Grants Pass
Redwood Hwy.

15"x30" Arrow

Sign (4)
Type "A"

7'-6"

Portland
Medford

8"x12" Arrows

SOUTH - Type "G"

24" 99 5 24"

Sign (10)
Type "A"

- Type "G"

NORTH - Type "G"

36" 99 5 36"

Sign (16)

NORTH GRANTS PASS INTERCHANGE

SCALE 0 200 400 800 FEET

Post Stubs

Station	Sign No. & Post Location [1]	Size and Type	Length [2]	Spacing	Finished Height Above Pave Edge	Dist from Edge of Shoulder to Stub
1074 + 75 R	- L	8"x8" BP 36"	21'-6"	10'-10"	1'-0"	5'-7"
	- R	8"x8" BP 36"	23'-6"	10'-10"	1'-0"	16'-5"
1165 + 25 L	2 - L	8"x8" BP 36"	17'-0"	8'-8"	1'-0"	4'-11"
	2 - R	8"x8" BP 36"	16'-6"	8'-8"	1'-0"	13'-7"
1137 + 00 R	3 - L	8"x8" BP 36"	22'-6"	10'-10"	1'-0"	5'-7"
	3 - R	8"x8" BP 36"	23'-6"	10'-10"	1'-0"	16'-5"
1193 + 00 R	4 - L	8"x8" BP 36"	23'-0"	10'-10"	1'-0"	5'-7"
	4 - R	8"x8" BP 36"	26 - 0"	10'-10"	1'-0"	16'-5"
45 + 00 L	5 - L	8"x8" BP 36"	17 - 0"	8'-8"	1'-0"	4'-11"
	5 - R	8"x8" BP 36"	17 - 6"	8'-8"	1'-0"	13'-7"
98 + 00 L	6 - L	8"x8" BP 36"	17'-0"	8'-8"	1'-0"	4'-11"
	6 - R	8"x8" BP 36"	17 - 0"	8'-8"	1'-0"	13'-7"

[1] Location of stub or post as facing the sign face

[2] Length includes 2'-0" allowance for fresh heading, etc

Posts

Station	Sign No.	No Posts Req'd.	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
1074 + 75 R	1	2	8"x4" B15	17'-6"	10'-10"		
1165 + 25 L	2	2	8"x4" B10	12'-0"	8'-8"		
1137 + 00 R	3	2	8"x4" B15	17'-6"	10'-10"		
1193 + 00 R	4	2	8"x4" B15	17'-6"	10'-10"		
45 + 00 L	5	2	8"x4" B10	12'-0"	8'-8"		
98 + 00 L	6	2	8"x4" B10	12'-0"	8'-8"		
S 1215 + 00	7 & 8						Mount on Sign Bridge
	9	2	6"x6" Wood S4S	18'-0"	4'-6"	6'-0"	Directional Marker Assembly on Left Post
	10	2	6"x6" Wood S4S	18'-0"	4'-6"	6'-0"	Directional Marker Assembly on Right Post
1200 + 50 R	D-1-60	2	6"x8" Wood S4S	22'-0"	3'-8"	8'-0"	
1213 + 40 L	D-1-60	2	6"x8" Wood S4S	22'-0"	3'-8"	8'-0"	
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	15	1	6"x8" Wood S4S		6'-0"	9'-6"	[illegible]

LEGEND

- (EX / 1) Existing power pole (Power Source.)
- (28) Install 40 ft wood pole, Class 4
- (44) Install 5/8" X 12" galv thimbleye bolt
- (50) Install photo-electric relay
- (56) Install 6" X 12" X 15" galv steel cabinet with 20 ampere, 2 pole multi-breaker
- (65) Install 25 ampere, 2 pole magnetic contactor
- (B3 / 8) Install 3 wire No. 8 direct burial cable

Sign 40 *Existing sign not to be removed*

APPROVED:

TRAFFIC ENGINEER

ASST. STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION

GRANTS PASS - EVANS CREEK SECTION
PACIFIC HIGHWAY - US 99
JOSEPHINE COUNTY

DATE JUNE 1960
ACCOMPANIED BY DWGS S1 through S8, S11
S13, 14, 15, 19, 22 through 19, 25

SHEET ____ OF ____

T.E.D. DWG. NO. S112

RECEIVED
JUL 1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 6, 1962

SUBJECT: State Police Signs
Grants Pass-Evans Creek Section
Pacific Highway No. 1 (I5)
Contract #5714

To:

W. O. Matthews
Asst. Maintenance Engineer
Highway Shops

Attached are plans for the addition of State Police signs at the North Grants Pass Interchange on the above named section. These signs are to be of the same type as the existing signs installed under contract.

This signing addition has the approval of Mr. Edwards and the preliminary approval of the Bureau of Public Roads. The estimated cost of these additions is $1300 and is to be charged to the contract as a non-participating item.

Would you please notify both Mr. Edwards and this office when this project has been completed. Through a carbon copy of this letter, we are requesting the Division Office to initiate the State Force Order, which is to be charged against the construction project for that section.

Original signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

With Blueprints

DFD:mgm
Attachment
cc: Tom Edwards
F. D. Moryan
I. A. DeFrance
L. R. Chandler
Glen Roberts
Ray Norton
Glen Clark

RECEIVED
AUG 7 1962
STATE HIGHWAY ENGINEER

Copy to Holly Haberman 8-8-62 pw

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

I-5-1(22)50

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 4, 1962

Section Grants Pass - Evans Creek — Kind of work Paving, Structures & Signing

Highway Pacific — County Josephine & Jackson — Section prefix 617-1047

Contractor Peter Kiewit Sons' Co. — Contract number 5714

Date of contract June 2, 1960 — Specified work days 215

Date work started June 29, 1960 — Work days used 210

Project authorization . . . . . $ 2,691,152.44 — Per cent of time elapsed 97.7 %

Exclusive of engineering . . . . $ 2,499,781.60

Estimated cost of completed project, exclusive of engineering . . . . . $ 2,429,781.60

Estimated per cent ~~overrun~~ underrun . . . . . 2.8 %

Per cent of contract completed, based on estimated cost . . . . . 100.0 %

Engineering authorization . . . . $ 191,370.84

Engineering cost to date $ 162,321.00, 84.7 % — Date project was completed July 18, 1962

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE & shoulders	OIL AND/OR PAVE.	MAT'L PROD.
	100%		100%	100%	Conc. 100% A. C. 100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Job completed.

Office crew working on sign computation areas.

Anticipate semi-final estimate will be submitted August 17, 1962.

NOTED
R. L PORTER

CONSTRUCTION DIVISION
RECEIVED
AUG 6 1962
NOTED
CE ACE ACE CE

NOTED

Noted
M. N. June

Signed Steven E. Roberts

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
	A.C. Pave ton	ton			Concrete sq. yd.
Miles in project	8.65	8.65			8.65
Miles partially completed	None	None			None
Miles completed	8.65	8.65			8.65
Total estimated quantities (contract)	20,300	262,500			250,000
Total quantities corrected to date	20,396	291,900			244,199
Estimated quantities moved or placed to date	20,396	291,900			244,199
Average daily quantities past week	None	None			None
Average daily quantities necessary to complete project on time	None	None			None
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	Fair		
Friday	Cloudy		
Saturday			

Project Completed.

RECEIVED
AUG 1 1962
FOR FILING

I-5-1(22)50

5714

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

#IV

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5714 Contractor Peter Kiewit Sons' Co.

Highway Pacific

Section Grants Pass - Evans Creek

Kind of Work Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Overrun in base quantities required an additional 15 workdays; therefore, granting of 15 days is recommended.

APPROVED BY HIGHWAY COMMISSION
DATE June 29, 1962 for 15 days
Floyd Quesy
Chairman

Recommended for Approval:

J F Kaufman Asst.
Division Engineer

F B Klaboe
Construction Engineer or Bridge Engineer

P D Hurd
ASSISTANT State Highway Engineer

Contract No. 5714

Project designation I-5-1(22)50 State-Federal

Date awarded June 2, 1960

Work started June 29, 1960

Per cent completed 99% 5/19/62 Date

No. of Workdays Allowed 200

No. of Workdays Used 206

No. of Added Workdays Requested 17

E—330 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 24 April, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 217 days, within which to complete our Contract No. 5714, without the assessment of liquidated damages. The said contract is described as follows:

Grants Pass-Evans Creek Section, Pacific Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The contract quantity on Items 13 and 14 increased approximately 24,000 tons. Our normal hauling rate on this was 3000 ton per day; therefore, an increase of eight (8) days to perform this increase in quantity on these items.

Price Agreement No. 8 to haul 7500 tons 3/4 - material from Medford at a production of 800 tons per day or an increase of nine (9) days for this item.

Respectfully submitted,

PETER KIEWIT SONS' COMPANY
Contractor

By R B Miller
R. B. Miller, Medford Area Manager

CONSENT OF SURETY

Date May 17, 1962

We, The Ætna Casualty and Surety Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. B. Gibbs
J. B. Gibbs, Attorney-in-fact

(SEAL)

Paul K. Ratliffe
Resident Ag

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: June 6, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-5-(22)50,
Grants Pass-Evans Creek Section
Pacific Highway - Time Extension -
Contract No. 5714

For the reasons set forth in your letter dated May 25, 1962, we concur with your recommendation that additional time in the amount of fifteen (15) work days for the completion of the subject project be granted.

RECEIVED
JUN 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

RECEIVED
MAY 29 1962
FOR FILING

714

May 25, 1962

Mr. C. H. Falk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Contractor's Request for
Additional Time
Grants Pass-Evans Creek Section
Pacific Highway
Project No. I-5-1(22)50

Dear Sir:

Peter Kiewit Sons' Company, contractor on this project, has requested 17 days additional time without the assessment of liquidated damages in which to complete the work on the project. The reason given by the contractor to justify the increase in time is that there was an overrun in the quantities of base materials.

It has been determined that the coarse base overran 21,980 tons and the 3/4-0 in base overran 7,460 tons. The total overrun over the bid quantities is 29,440 tons. While placing the major portion of the base materials, the contractor used eight truck-trains and averaged placing 3,000 tons per day.

The contractor crushed more than the bid amount of both the coarse and 3/4-0 base, but could not place it at the same time due to soft subgrade. The crushing plant was moved out, and after the placing resumed next season, it was discovered that there would be a major overrun in the amount of base required. It was then necessary for the contractor to bring in some 5,760 tons of 3/4-0 from another project near Central Point. During the placing of this material, the contractor's average daily production was only 800 tons per day due to the additional 17.3-mile haul required.

At the rate of 3,000 tons per day, the 23,680 tons produced at the site of this project were placed in 7.9 days. The 5,760 tons of 3/4-0 which was hauled in from Central Point at the rate of 800 tons per day required 7.2 days. Thus, a total of 15 additional workdays can be justified and we recommend that 15 days be granted.

May 25, 1942

The reason for the overrun in quantities is that the incorrect specific gravity was used when computing the quantities of material required for the project. This is considered to be an error in the plans and, as such, is a justifiable reason for granting an increase.

Your concurrence in our recommendation for the granting of this increase is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
F. D. Morgan

CHB:bjh:ajw

FORM E-20 50M 6-61 20681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 23, 1962
Salem, Oregon

SUBJECT: Request for Additional Workdays
Grants Pass-Evans Creek Section
Pacific Highway
Contract No. 5714

To: Mr. R. L. Porter
Ass't. State Highway Engineer

O F F I C E

Attached is a Contractor's Request for Increase in Number of Workdays to Complete Construction Contract submitted by Peter Kiewit Sons' Company, contractors on the abovenamed project. The contractor has requested 17 additional workdays in which to complete his work.

The reason given by the contractor to substantiate his claim is that there was an overrun in the amount of base rock required. This claim has been investigated and we have determined that the coarse base overran 21,980 tons and the 3/4-0 in base overran 7,460 tons. This is a total of 29,440 tons overrun.

Of the total 29,440 tons overrun, 23,680 tons were placed during the major operation and the material was manufactured at the contractor's setup adjacent to the highway. The average daily production (material placed on the road) was 3,000 tons. At this rate, 7.9 days were used in placing this overrun. The remaining 5,760 tons of base material (all 3/4-0) had to be hauled in from another project near Central Point, and required an additional 17.3 mile haul. Using the same equipment as before, the contractor's production on this portion of the work was 800 tons per day. At this rate, 7.2 days were used to place this material. Thus, a total of 15 days additional time can be justified due to the overrun in base materials.

The reason for this overrun in base materials was that the specific gravity used to convert cubic yards to tons for the bid quantities was lower than the specific gravity of the actual material. The contractor produced more than the bid amount of both coarse base and 3/4-0, but ran out of material before the grade was completed. The crushing plant was removed before all

the rock was placed.

Approval of 15 additional days is recommended. With the approval of this additional time, the contract can be completed without the assessment of liquidated damages.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached. The Bureau of Public Roads has already verbally approved the action.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachments

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JUL 23 1962
FOR FILING

5714

July 23, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 18, 1962, on Contract No. 5714, Grants Pass - Evans Creek Section, in Josephine & Jackson Counties, in connection with Federal-Aid Project No. I-5-1(22)50.

Please advise us, by letter, of the date on which this contract is accepted by the Bureau of Public Roads. If there are conditions which prevent your acceptance, please advise us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:ra

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AUG 1 1962
FOR FILING

T 1(2) T
5714

June 29, 1962

Peter Kiewit Sons' Co.,
711 E. Main, Room 19
Medford
Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 29, 1962, discussed with the Engineer your request for an extension of time on contract 5714. You requested 17 additional workdays within which to complete the paving-structures-signing on the Grants Pass-Texas Creek Section of Pacific Highway in Josephine-Jackson Counties, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 15 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: L. R. Chandler
G. K. Roberts
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maleen

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5714 Contractor Peter Kiewit Sons' Co.

Highway Pacific

Section Grants Pass - Evans Creek

Kind of Work Paving, Structures and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Overrun in base quantities required an additional 15 workdays; therefore, granting of 15 days is recommended.

Recommended for Approval:

J. F. Buchanan, Ass't
Division Engineer

F. B. Klabre
Construction Engineer or Bridge Engineer

ASSISTANT
State Highway Engineer

Contract No.	5714
Project designation	I-5-1(22)50 (State-Federal)
Date awarded	June 2, 1960
Work started	June 29, 1960
Per cent completed	99% 5/19/62 (Date)
No. of Workdays Allowed	200
No. of Workdays Used	206
No. of Added Workdays Requested	17

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 24 April, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 217 days, within which to complete our Contract No. 5714, without the assessment of liquidated damages. The said contract is described as follows:

Grants Pass-Evans Creek Section, Pacific Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The contract quantity on Items 13 and 14 increased approximately 24,000 tons. Our normal hauling rate on this was 3000 ton per day; therefore, an increase of eight (8) days to perform this increase in quantity on these items.

Price Agreement No. 8 to haul 7500 tons 3/4 - material from Medford at a production of 800 tons per day or an increase of nine (9) days for this item.

Respectfully submitted,

PETER KIEWIT SONS' COMPANY
Contractor

By E B Miller
E. B. Miller, Medford Area Manager

CONSENT OF SURETY

Date May 17, 1962

We, The Aetna Casualty and Surety Company

..., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. B. Gibbs
J. B. Gibbs, Attorney-in-fact

Paul K. Ratliffe
Resident Agent

(SEAL)

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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 29, 1962

Mr. Rodney B. Miller
Medford Area Manager
Peter Kiewit Sons' Company
405 East Main Street
Medford, Oregon

Grants Pass-Evans Creek Section
Contract No. 5714

Dear Mr. Miller:

Your claim in an undetermined amount for reimbursement in an amount equal to 57-1/2 per cent of the cost of providing flagmen where your haul road crossed a county road has been thoroughly reviewed by our Legal Department. This analysis took into account all the arguments presented by Mr. Lynch and yourself at a recent conference held here in Salem.

Their conclusion is that the claim is not worthy.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

cc: Mr. I 1 Lynch
Peter Kiewit Sons' Co.
215 South V Street
P. O. 1777
Vancouver, Washington

R. L. Porter
L. I. Lindas
L. R. Chandler

RECEIVED
JUL 2 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

* Mr. Tyler Cudd, President (and
Active Club (Boatnik yes
727 N. E. Riddle Drive (Queen
Grants Pass, Oregon

X Mr. Murray Gardiner, President
Medford Chamber of Commerce
229 West Main
Medford, Oregon

X Hon. Charles B. Gill, Jr., Mayor
City of Grants Pass yes
Grants Pass, Oregon

X Miss Joan Callaghan yes
Sportsfair Queen
Box 381
Eagle Point, Oregon

X Hon. Freeman W. Mason, Mayor
City of Central Point yes
Central Point, Oregon

X Hon. Milton Steinmetz, Mayor
City of Gold Hill
Gold Hill, Oregon

X Hon. Larry Sheehan, Mayor
City of Rogue River
Rogue River, Oregon

X Hon. John W. Snider, Mayor
City of Medford yes
City Hall
Medford, Oregon

X Hon. Earl Miller
County Judge of Jackson County
Court House yes
Medford, Oregon

X Mr. Chester H. Wendt yes
County Commissioner of Jackson County
Court House
Medford, Oregon

X Mr. Edwin H. Taylor yes
County Commissioner of Jackson County
Court House
Medford, Oregon

\+ Hon. L. W. Newbry
State Senator yes
Post Office Box 106
Ashland, Oregon

XXX Hon. Robert Duncan
State Representative
1500 Terrace Drive
Medford, Oregon

XX Hon. John R. Dellenback OMD
State Representative
~~257 Windsor~~ 110 E. 6th St.
Medford, Oregon

XX Hon. Raymond A. Lathrop, Chairman
Board of County Commissioners of No
Josephine County
Court House
Grants Pass, Oregon

X Mr. B. E. Davidson yes
County Commissioner of Josephine County
Court House
Grants Pass, Oregon

X Mr. Louis Ringuette yes
County Commissioner of Josephine County
Court House
Grants Pass, Oregon

X Hon. Sidney Bazett yes
State Representative
Post Office Box 126
Grants Pass, Oregon

XX Hon. E. D. Potts
State Senator No
754 N. E. Madrone
Grants Pass, Oregon

X Mr. James W. Basker, President
Chamber of Commerce yes
752 S. W. Sixth Street
Grants Pass, Oregon

X Mr. C. G. Polk
Division Engineer yes
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

* Have indicated will be present

** Unable to be present

*** Reply not yet received

ACCIDENT INFORMATION
North Grants Pass - Rogue River Section
Pacific and Rogue River Highways

During the year 1961 there were 305 reported accidents on the section of US99 between the North Grants Pass Interchange and the Depot Street intersection in Rogue River. The accident rate for the section was 8.66 accidents per million vehicle miles of travel.

Based upon experience on other freeway sections - the accident rate for the freeway between North Grants Pass and Rogue River will be 1.05. Because of the reduction in traffic volume on the existing highway and removal of thru traffic it is anticipated that will be 185 accidents on the old highway or a reduction of 120 accidents per year. At the same time we can expect the Freeway to experience 20 accidents per year. This is a total net reduction of 100 accidents per year

1961 Accidents on Existing Highway - 305
1961 Rate on Existing Highway - 8.66
Anticipated Rate on Freeway - 1.05

(Freeway Open)
Anticipated Accidents on Existing Highway - 185
Anticipated Accidents on Freeway - 20

305
185
120

5.43
5.22 Primary

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JUN 19 1962
FOR FILING

I-5-1(22)
5714

June 18, 1962

Mr. Alfred W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.3

Dear Sir:

Transmitted herewith are three sketches of the comparison of vehicular traffic on the Grants Pass-Evans Creek section of I-5 before and after it was opened to traffic. Estimated 1958 ADT have also been included.

The estimated 1958 ADT were reasonably accurate, inasmuch as traffic has increased 27 per cent north of Grants Pass since 1958.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc/enc. Forrest Cooper
G. S. Paxson
R. L. Porter
P. M. Stephenson
V. D. Wolfe
F. D. Morgan
L. R. Chandler

bc F. B. Crandall

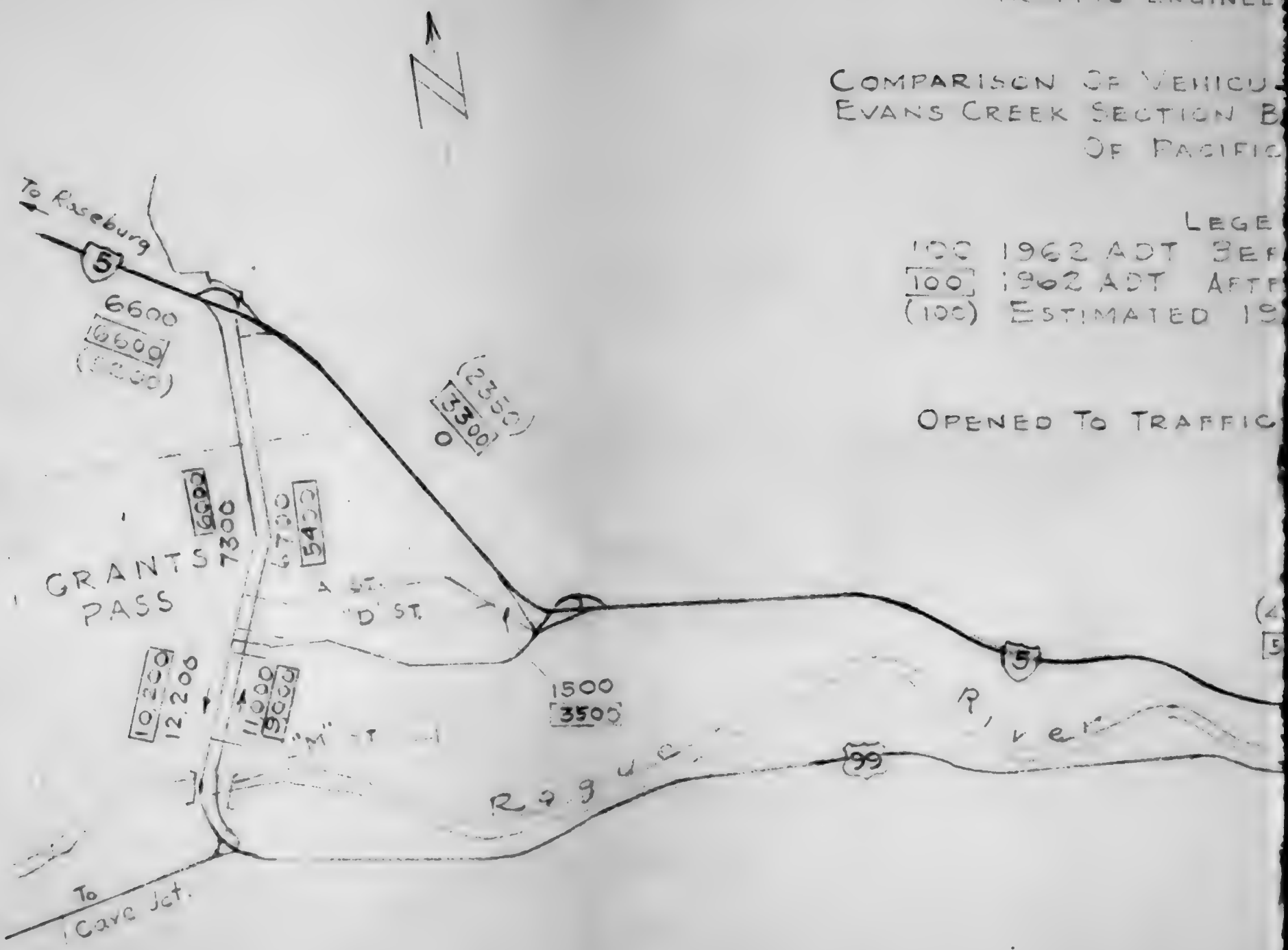
JEG:mp jw

OREGON STATE H
TRAFFIC ENGINEE

COMPARISON OF VEHICU
EVANS CREEK SECTION B
OF PACIFIC

LEGE
100 1962 ADT BEF
[100] 1962 ADT AFTE
(100) ESTIMATED 19

OPENED TO TRAFFIC

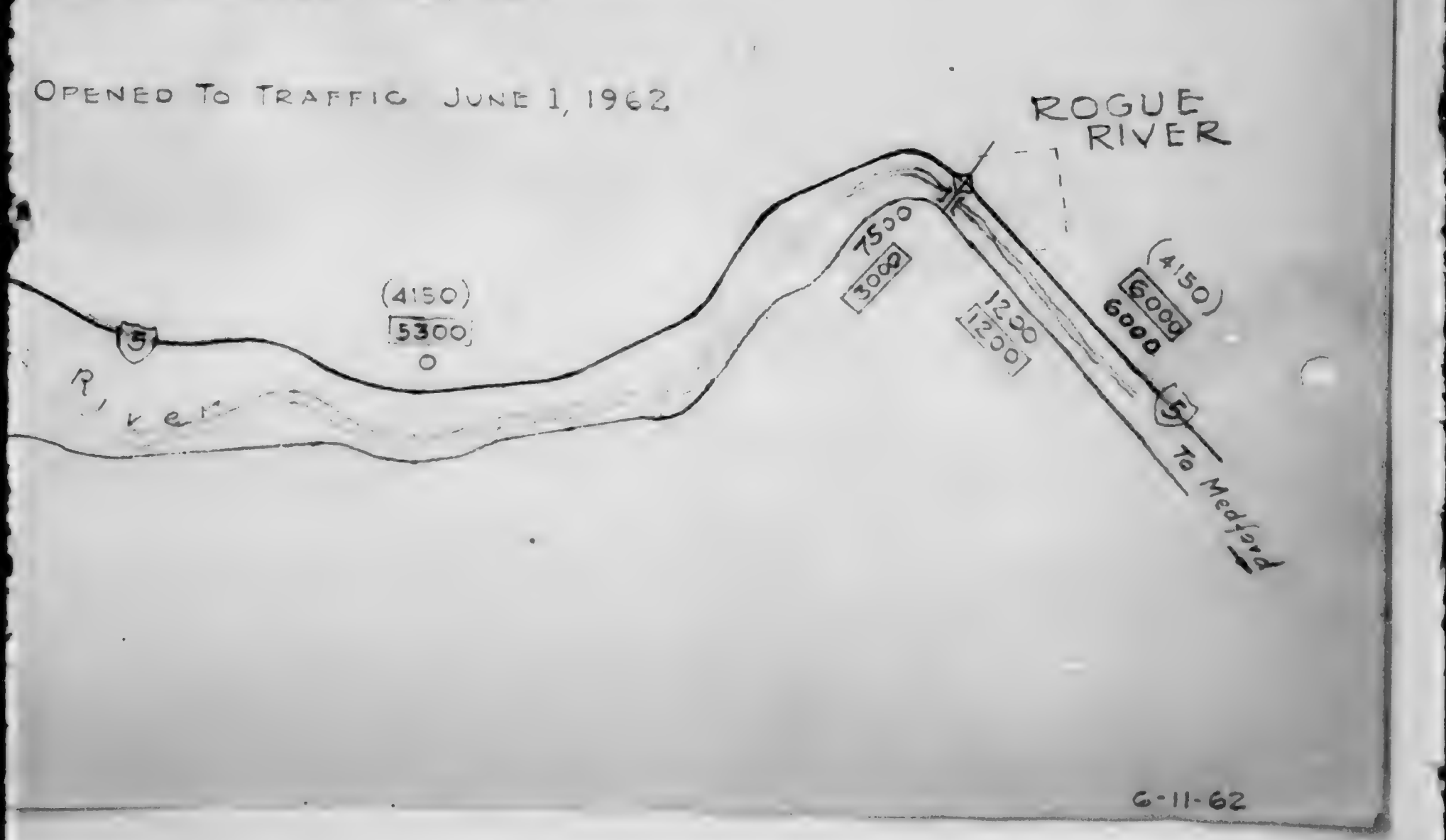


OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

PARISON OF VEHICULAR TRAFFIC, GRANTS PASS—
NS CREEK SECTION BEFORE AND AFTER CONSTRUCTION
OF PACIFIC HIGHWAY I-5

LEGEND

100 1962 ADT BEFORE CONSTRUCTION
[100] 1962 ADT AFTER CONSTRUCTION
(100) ESTIMATED 1958 ADT



RECEIVED
JUN 14 1962
FOR FILING
I-2-1 (22) 50
5714

Salem 10, Oregon
June 13, 1962

T. V. publicity on Grants Pass Freeway opening

Mr. Victor D. Wolfe
Administrative Assistant
OFFICE

This is a brief report on the use of the movie film we supplied to all of Oregon's television stations just prior to the opening of the Interstate 5 Freeway section at Grants Pass.

We had eight copies of the movie made, each being three minutes and 20 seconds long, and including aerial and ground shots plus an animated map. These eight films were used on at least 11 and possibly 12 of the 13 stations in the state.

It was possible to show the eight copies of the film to 13 stations because of affiliations due to single ownership. For instance, the film we sent to KVAL-TV in Eugene was broadcast at the same time over Roseburg's KPIC-TV and Coos Bay's KCVY-TV which are all three tied together with duplicate programming. This same thing is true with Medford's KBES-TV and Klamath Fall's KOTI-TV.

With each film I sent along a post card requesting they fill in the balnks on the post card and return it. Those post cards returned are attached. KPTV is the only station that I am certain did not use the film. KOIN-TV and KATU-TV, both of Portland, did not return post cards. However, I saw the film on Channel 6 myself so I know they used it. I do not know whether KATU-TV used it.

Nearly all the comments on the post cards were quite favorable and several encouraged more news film of this type. I believe we can again do this depending on the cost and the value of the news event being filmed and as long as we provide the television stations with quality news and quality film as I think we did in the Grants Pass case. I believe the response would be equal to this last instance.

To summarize the findings of the post cards:

1. At least 11 of Oregon's 13 television stations used the film on a total of 19 newscasts.

2. Two of the stations commented that the film length was too long, but one said this was to its advantage because different parts of it were used on four different newscasts by that one station.

3. Seven of the eight post cards returned said the script was adequate. The only one critical of the script, KOAC-TV, said it did not cover the entire length of the film. Perhaps a separate script should have been provided KOAC because the original script was written when I know only too well that it is a rare news item on television that gets more than one minute time. The script actually required 1 1/2 minutes to read.

4. One station, KPTV-TV, said it did not use the film and was slightly critical of the film quality, although three of the stations commented favorably on the quality of the film.

5. Three stations said they would like to see this type of news-on-film duplicated in the future.

To summarize all this I would say we had excellent results and I would favor more similar ventures providing, as I mentioned before, the cost is not prohibitive and the event is worthy of television time.

Carl A. Plog
Information Officer

CAP:sb

Post cards returned [illegible]h comments on television film [illegible] Grants Pass Freeway opening

For our information--please fill in and return:

X Yes, we used the Highway Department film 4 times
on Station KEZI (Eugene) on (dates) ~~May 29~~ May 30,31
No, we could not use the film.
Accompanying script was ( ) OK ( ) inadequate.

Remarks: Because of ample film, animation

of new section, and script, we were able to use

X
—several different times, by re-writing and re-fitting

__to our own purposes. This is an excellent approach

—to these openings, developments, etc.

News director, KEZI Jack J. Craig,

films and scripts.

(Includes KPIC, Roseburg, & KCBY, Coos Bay)

(Klamath Falls)

Like to get more.

Dick Moody

In The Herald-[illegible] [illegible]

Thanks along route. Else when construction started and round-up of what freeway will be opened soon in area.

Post cards returned with comments on television film Grants Pass Freeway opening

For our information--please fill in and return!

X Yes, we used the Highway Department film 2 times over Station KVAL-TV (Eugene) on (dates) May 31, 62

___ No, we could not use the film.

___ Accompanying script was (X) OK ( ) inadequate.

Remarks: Very good. Can use all similar films and scripts.

(Includes KPIC, Roseburg, & KCBY, Coos Bay)

For our information--please fill in and return!

X Yes, we used the ~~Highway Department film~~ once times over Station KBES-TV (Medford) on (dates) 5/29.

___ No, we could not use the film.

___ Accompanying script was (X) OK ( ) inadequate.

Remarks: Film footage about twice as long as needed - film quality good.

KOTI-tv Ch 2 used 6/1/62 ..ok
(Klamath Falls)

For our information--please fill in and return!

X Yes, we used the Highway Departmen film 2 times over Station KGW-TV on (dates) 3/31/62.

___ No, we could not use the film.

X Accompanying script was (x) OK ( ) inadequate.

Remarks:

Post cards returned (with comments on television film) Grants Pass Freeway opening

For our information--please fill in and turetturn!

✓ Yes, we used the Highway Department film 2 times
on Station KMED (Medford) on (dates) 5/31/62 & 6/1/62
___ No, we could not use the film.
___ Accompanying script was (✓) OK ( ) inadequate.

Remarks: We used your Script for factual
info... Cut Part of the aerial... appreciate the film,
hope to get more.

Dick Moody
[redacted] TV.

For our information--please fill in and return!

___ Yes, we used the Highway Department film ___ times
✓ over Station _____ on (dates) _____
___ No, we could not use the film.
___ Accompanying script was (✓) OK ( ) inadequate.

Remarks: KPTV News
The Film was a shade dark
in the Greens - Too strong a filter

For our information--please fill in and return!

✓ Yes, we used the Highway Department film 1 times
over Station Ch 7 & 10 on (dates) 6/1/62
___ No, we could not use the film.
___ Accompanying script was ( ) OK (✓) inadequate.
Running account for full length of film.
Remarks: Script should have
identified points of interest
along route. Also when construction started and round-up of what freeway will be opened soon in area.

Thanks for getting film

RECEIVED
JUN 15 1962
FOR FILING

5714

June 8, 1962

Oregon State Highway Commission

Request for Extension of Time
No. 2
June 29 meeting

Gentlemen:

Peter Kiewit Sons' Company, contractor on the Grants Pass-Evans Creek Section in Josephine County, has requested 17 additional workdays in which to complete its contract, No. 5714, because of an overrun in crushed rock base materials.

The matter has been thoroughly investigated, and because of this overrun, it is recommended that this contractor be granted a 15-day extension. We have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for the Highway Commission meeting on June 29 and it is recommended that it have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc Floyd Quary
G. S. Paxson
R. L. Porter
Victor D. Wolfe
Frank Morgan

RECEIVED
Grants Pass and
CHAMBER OF CO
FOR FILING
1(3-)20
5714

Mr. Forest Cooper
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Cooper:

We wish to take this opportunity to thank you for taking part in the ribbon-cutting ceremonies at the opening of the Freeway last Friday.

We thought you might like to have a piece of the ribbon used in the dedication as momento of the occasion.

Very truly yours,

Jim Basker

Jim Basker, President

JB/bmc

NOTED
FOREST COOPER

RECEIVED
JUN - 7 1962
OREGON

P. O. BOX 970 PHONE GREENWOOD 6-7717 GRANTS PASS, OREGON

RECEIVED
JUN 26 1962
FOR FILING
2714

May 29, 1962

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power & Light Company
Medford, Oregon

Dear Mr. Jackson:

Enclosed herewith, carbon copy of information transmitted to Governor Hatfield re Dedication - Grants Pass-Evans Creek Section, Interstate 5.

Also, the information which you requested pertaining to Highway 42 projects, Redwood Highway projects, Crater Lake Highway projects, Lake of the Woods Highway projects, North Umpqua Highway projects, and comments on possible routes of so-called "Minnesota to the Sea".

Included also, fact sheet on Interstate 5 from Roseburg south with some estimates of contract dates of sections scheduled somewhat late in the interstate program.

Enclosed also, a list of those persons to occupy the stage and who would be introduced by you. You will notice by the asterisks that there are some who cannot be present and one reply not received as of this date.

Also sitting on the stage and not listed, Forrest Cooper, State Highway Engineer, Victor D. Wolfe, Administrative Assistant to Mr. Cooper, and L. R. Chandler, Division Engineer. There may be others on the stage (not of the Highway Department) and we will attempt to get their names to you prior to the opening of the ceremonies.

I do not know as to what procedure you wish to follow but would advise that Mayor Charles B. Gill, Jr. of Grants Pass has been allotted five to seven minutes to speak representing himself and the Mayor of Medford, Gold Hill, Central Point, and Rogue River.

Mr. Murray Gardiner, President of the Medford Chamber of Commerce, has been allotted five to seven minutes to speak on behalf of the Rogue Valley area Chambers of Commerce and commercial clubs. Yourself and Governor Hatfield are the only other speakers.

The Beatnik Queen and the Sportsfair Queen and possibly the Caveman Queen will assist Governor Hatfield with the actual ribbon cutting.

The officials occupying the stage will be transported from the ribbon-cutting area southbound to the Rogue River Interchange, reversing and returning on the northbound lanes to the North Grants Pass Interchange, thence to the luncheon in 10 convertibles with the tops down.

Mayor Larry Sheehan of Rogue River will present a key to the city to Governor Hatfield near the Rogue River city limits.

State Police and radio-equipped Highway Department cars will co-operate to the end that the freeway is not opened to traffic until all lanes are clear.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

Attach.

cc G. S. Paxson
Victor D. Wolfe
Cooper

VDW:hlb

INTERSTATE 5 FACT SHEET

Roseburg to Grants Pass

	Miles		Cost
Roberts Creek-Round Prairie	1.9	contract in 1965	$ 1,000,000
Round Prairie-Umpqua River	3.1	contract in 1967	1,600,000
Umpqua River-Myrtle Creek	4.2	contract in 1968	1,100,000
Myrtle Creek-Canyonville	10.2	completed in 1959	5,500,000
Canyonville-Jumpoff Joe Creek	38	contract late in program	16,000,000
Jumpoff Joe Creek-Grants Pass	7.5	completed in 1959	3,200,000

Grants Pass-California Line

	Miles		Cost
Grants Pass-Rock Point	14.9	will be completed 1962	$10,100,000
Rock Point-Seven Oaks	7.2	will be completed 1962	1,500,000
Seven Oaks-Jackson Street	6.8	will be completed 1962	4,700,000
Jackson Street-North Ashland	10.2	will be completed 1963	8,300,000
North Ashland-South Ashland	7.4	will be completed 1963	5,100,000
South Ashland-Steinman	4.0	contract in 1964	4,300,000
Steinman-Siskiyou Summit	3.9	contract in 1966	4,400,000
Siskiyou Summit-Cal. State Line	4.5	contract in 1966-67	11,245,000

May 29, 1962

WINNEMUCCA TO THE SEA

The so-called Winnemucca-to-the-Sea route traveling westward from the Oregon-Nevada State line intersects the Fremont Highway (US395) five miles north of Lakeview. From there, logical available routes would be to Klamath Falls via the Klamath Falls-Lakeview (ORE66) or the Fremont Highway (ORE31) to its intersection with The Dalles-California (US97) at Lapine.

From US97 the route could be via ORE66 to its junction with US99 at Ashland or the Lake of the Woods to its intersection with the Crater Lake Highway (ORE62); thence along ORE62 to its junction with US99 at Medford or westerly along the Willamette Highway (ORE58) to its junction with US99 just southerly of Eugene or via Bend; thence westerly along the McKenzie (US126) to its junction with US99 at Eugene or the South Santiam (US20) to its junction with Interstate I-5 at Albany or the North Santiam (ORE22) to its junction with Interstate 5 at Salem. Westerly of US99 or Interstate 5 to the Pacific Ocean the route could follow the Redwood, the Coos Bay-Roseburg, the Umpqua, the Siuslaw, the Alsea, the Corvallis-Newport, the combined Willamina-Salem and Salmon River, et cetera.

RECENT PROGRESS ON NORTH UMPQUA COUNTY ROAD

Of vital interest to the Roseburg area is the improvement of the North Umpqua County Road. This highway, when completed, will provide a valuable trans-mountain route to connect with the Cascade Lakes Highway and provide easy access to The Dalles-California Highway, U.S. 97. This highway is of particular importance in the development of the timber resources in which this region abounds. The development of the North Umpqua County Road into a trans-mountain highway began in 1946 and it is anticipated the last section of the road will be completed with paving in 1964. This early completion date has been due in large measure to local effort and construction contributions. Douglas County has contributed $1,952,000 of their own money to this worthy project.

Following is a section by section review of the more recent construction and proposed construction for this highway: A section from Rock Creek to Boulder Creek, a distance of approximately thirty miles, was completed in 1961 at a cost of $2,500,000. This was a forest highway project. There is currently under way another forest highway project from Boulder Creek to Briggs Camp. This is for grading and bridges for 12.8 miles at an approximate cost of $1,600,000.

Another section of this county road which is being improved with county, state and federal funds is the Briggs Camp to Cascade Lakes Junction Section which improvement involves seven miles of grading and paving at a cost of $680,000.

It is currently planned to let a paving contract 5.4 miles in length between Boulder Creek and Clearwater River on the Umpqua County Road at a cost of $400,000. The completion of this project in 1963 will leave a gap of eight miles for future paving and surfacing. This work has not been formally programmed; however, it will certainly be considered for construction when forest highway funds for this period become available.

HIGHWAY 42 PROJECTS

May 28, 1962

Completed Projects

Project	Year Completed	Cost
Coquille-Rink Creek, 1.36 mi. G-P	1956	$ 412,500
N. Fork Coquille River-Myrtle Point, .98 mi. G-P-S	1959	699,500
		$1,112,000

Projects Under Construction

Project	Per Cent Complete	Estimated Cost
Powers Jct.-Sugarloaf Mtn., 2.0 mi. G-Strs.	100	$1,130,000
Powers Jct.-Sugarloaf Mtn., 2.0 mi. Oil (Bond)	88	273,000
Sugarloaf Mtn.-King Creek, 3.1 mi. G-O-S	90	1,415,000
King Creek-Bridge, 2.5 mi. G-O-S (Bond)	58	1,036,000
Bridge-Tanner Creek, 3.6 mi. G-O (Bond)	0	1,231,000 ~~1,325,000~~
		5,085,000 ~~$5,189,000~~

Projects Planned for Construction

Project	Approximate Cost
West Unit, Tanner Creek-Remote, 2 mi. G-O	$1,300,000
Remote-Middle Fork Coquille River (proposed equipment rental unit), 9 mi. intermittent grading (Bond)	1,460,000
Rock Creek and Elbow Point Section, 1.4 mi. G-Str.-O	815,000
	$3,575,000

SURVEYS

A survey is under way from Remote to Douglas County line, a distance of 6.3 miles, and is about 60% complete.

SUMMARY

	Bond	Federal Aid	Total
Completed	$ - -	$1,112,000	$1,112,000
	2,540,000		5,085,000
Under Construction	~~2,644,000~~	2,545,000	~~5,189,000~~
Planned	1,460,000	2,115,000	3,575,000
	4,000,000		9,772,000
	~~$4,104,000~~	$5,772,000	~~$9,876,000~~

REDWOOD HIGHWAY

State Highway Construction Projects

May 28, 1962

Completed or contracted since 1950, also projects approved for construction.

Project	Completed	Cost
I. PROJECTS COMPLETED OR UNDER CONSTRUCTION		
Cave Jct.-Calif. State Line, 12.7 mi. grading and paving	1950	$ 260,300
Applegate River Section, 1.2 mi. grading, paving and bridge	1956	391,400
Hayes Hill-Love Station, 1.84 mi. grading and oiling (FOREST HWY. PROJECT)	1952	420,000
East and West Fork Illinois River Bridge Section, 2.3 mi. grading, paving and 2 bridges	1957	602,200
North Grants Pass Interchange-Savage St., 0.7 mi. grading and paving	1957	156,100
Grants Pass-East Grants Pass Interchange, 2.0 mi. grading, paving and structures	Under Const.	392,600
Redwood Interchange-Grants Pass, 1.4 mi. grading, paving and structure	1960	1,360,400
Applegate River-Grants Pass, 5.9 mi. 4-lane grading and paving	1961	954,000
Hayes Hill-Sauers Flat, 7.6 mi. paving	1960	111,900
Rough and Ready Cr.-Dwight Creek Bridges 1.1 mi. grading, paving and 4 bridges	1960	365,100
~~Josephine County Line-Rogue River, 2.1 mi. grading and paving~~	~~1957~~	~~315,700~~
		5,014,000
Projects Completed or Under Contract		~~$5,329,700~~

Project	Estimated Cost
II. PROJECTS IN APPROVED PROGRAM	
Wilderville-Applegate River, 0.9 mi. grading and paving	$175,000
Grants Pass-California State Line, widen 10 bridges (State forces)	43,600
Projects Approved for Construction	$218,600

SUMMARY

Projects Completed or Under Contract	5,014,000 ~~$5,329,700~~
Projects Approved for Construction	218,600
	5,232,600 ~~$5,548,300~~

CRATER LAKE HIGHWAY

State Highway Construction Projects

May 28, 1962

Project	Year Constructed	Estimated Cost
Reese Creek Section 0.68 mi. grading and paving	1956	$ 17,300
Cascade Gorge-Prospect 7.50 mi. paving and bridge	1950	191,700
Trail Creek Bridge 0.79 mi. grading, paving and str.	1959	226,000
Elk Creek-Robbers Roost 2.88 mi. grade widening	1961	54,100
Trail-McLeod 8.4 mi. grade widening	1960	48,400
Prospect-Union Cr. Jct. 11.41 mi. paving	1952	260,000
Cascade Gorge-Westerly 2.77 mi. grading and surfacing (FOREST HIGHWAY PROJECT)	1961	989,000
Cascade Gorge-Prospect 6.82 mi. grading and bridge (FOREST HIGHWAY PROJECT)	Programmed	760,000

Contracted	Approved for Construction	Total
$1,786,500	$760,000	$2,546,500

LAKE OF THE WOODS HIGHWAY

State Highway Construction Projects

May 28, 1962

Project	Year Constructed	Estimated Cost
West Forest Boundary-Lake of the Woods, 16.3 mi. grading (FOREST HIGHWAY PROJECT)	Under Const.	$1,409,000
Hanley Ranch-Forest Boundary 5.5 mi. grading, paving and bridge	1961	658,000
West Forest Boundary-Lake of the Woods, 16.3 mi. paving (FOREST HIGHWAY PROJECT)	Programmed	950,000

Contracted	Approved for Construction	Total
$2,067,000	$950,000	$3,017,000

NORTH UMPQUA HIGHWAY CONSTRUCTION PROJECTS

May 28, 1962

Project	Year	Cost
Construction by State		
Dixonville	1939	$ 28,900
Dixonville-Mud Hollow, G-O	1940	27,800
Mud Hollow-Oak Creek, G-O	1942	29,600
Oak Creek-Marks Ranch, G-O	1942	65,100
Dixonville-Marks Ranch, G-P	1947	262,600
Roseburg-Dixonville, G-P	1949	331,700
Marks Ranch-Lone Rock Bridge, G-P	1951	347,500
Lone Rock Bridge-Rock Creek, G-P-Br.	1955	534,100
Briggs Camp-Cascade Lakes Jct., 7 mi. G-P	Under Constr.	681,000
		$2,308,300

Construction by Forest Highway

Project	Year Const.	Estimated Cost
Susan Creek-Steamboat Creek 11.1 miles grading	1953	$1,405,000
Rock Creek-Steamboat Creek 16.9 miles surfacing & oiling	1955	589,000
Rock Creek Bridge	1954	65,000
Steamboat Creek-Panther Creek 4.4 miles grading, surfacing & oiling	1957	673,000
Rock Creek-Panther Creek 21.3 miles paving	1959	435,000

Construction by Forest Highway

Project	Year Const.	Estimated Cost
Panther Creek-Boulder Creek 9.0 miles grading, surfacing, paving & bridges	1961	$2,068,000
Boulder Creek-Briggs Camp 12.8 miles grading & bridges	Under Const.	1,585,000
Boulder Creek-Clear Water 5.4 miles base & paving	Programmed	400,000
Hog Back Slide 0.5 mile slide removal	Programmed	30,000

SUMMARY

	Completed or Contracted	Approved for Construction	Total
By State	$2,308,300	$ - -	$2,308,300
By Forest Highway	6,820,000	430,000	7,250,000
	$9,128,300	$430,000	$9,558,300 *

* $192,000 of cost to be contributed by Douglas County.

RECEIVED
JUN 26 1962
FOR FILING

May 29, 1962

Hon. Mark O. Hatfield
Governor of Oregon
Capitol Building
Salem, Oregon

Dear Governor Hatfield:

Re: Dedication - Grants Pass-Evans Creek
Section, Interstate 5

The following pertinent facts are delivered to you for your information pertaining to the official dedication of the Grants Pass-Evans Creek Section of Interstate 5 at Grants Pass, June 1:

The dedication ceremonies are to start promptly at 11 a.m., Pacific Standard Time. Glenn L. Jackson, Chairman of the State Highway Commission, will be master of ceremonies.

Mayor Charles B. Gill, Jr., of Grants Pass has been invited to speak representing himself and the Mayors of Medford, Gold Hill, Central Point, and Rogue River. Mayor Gill has accepted and was advised that he would be allotted five to seven minutes.

Mr. Murray Gardiner, President of the Medford Chamber of Commerce, has been invited to speak on behalf of the Rogue Valley area chambers of commerce and commercial clubs. He too has accepted and has been advised of the allotted five to seven minutes' time.

The above two gentlemen are the only persons making any talks during the actual ceremonies other than appropriate remarks by Chairman Jackson and, of course, your talk.

In working out the details of this opening ceremony, it was the desire of the local representatives to have a no-host luncheon immediately following the ceremonies, at which time other people could speak if they so desired.

Chairman Jackson will, of course, introduce the people extended official invitations, who will be sitting on the stage.

Mayor Larry Sheehan, of Rogue River, has requested permission to be allowed to present to you a key to the city when the caravan reaches the Rogue River city limits. This is the point at which the

caravan will reverse direction to return to the north. We are advised by the Mayor that the key itself is crafted by the artist Hal Bishop and is unique in that the design symbolizes the Annual Rooster Crow held in the city of Rogue River. We are also assured that the presentation will be very brief, and, unless you feel otherwise, we have assured Mayor Sheehan that this ceremony can take place as requested.

You will be assisted in the actual ribbon cutting by Joan Callaghan, Sportsfair Queen, and the Grants Pass Active 20-30 Club's Bostnik Queen, who will be chosen just prior to the opening.

The caravan will proceed south from the point of ceremony, which is approximately 1½ miles southerly of the North Grants Pass Interchange, reverse direction through the Rogue River Interchange and proceed northerly to the North Grants Pass Interchange and on to the place of the luncheon. The first 10 cars of the caravan will be convertibles with the tops down, and it is planned that you, of course, will be in the No. 1 convertible.

Attached is a list of those invited to sit on the stage and be introduced to the assemblage, also a fact sheet pertaining to the subject highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

VDW:me

Enclosures

cc Glenn L. Jackson
Victor D. Wolfe
Paxson

*Mr. Tyler Cudd, President
Active Club
727 N. E. Middle Drive
Grants Pass, Oregon

*Mr. Murray Gardiner, President
Medford Chamber of Commerce
229 West Main
Medford, Oregon

*Hon. Charles B. Gill, Jr., Mayor
City of Grants Pass
Grants Pass, Oregon

*Miss Joan Callaghan
Sportsfair Queen
Box 361
Eagle Point, Oregon

*Hon. Freeman W. Mason, Mayor
City of Central Point
Central Point, Oregon

*Hon. Milton Steinmetz, Mayor
City of Gold Hill
Gold Hill, Oregon

*Hon. Larry Sheehan, Mayor
City of Rogue River
Rogue River, Oregon

*Hon. John W. Snider, Mayor
City of Medford
City Hall
Medford, Oregon

*Hon. Earl Miller
County Judge of Jackson County
Court House
Medford, Oregon

*Mr. Chester H. Wendt
County Commissioner of Jackson County
Court House
Medford, Oregon

*Mr. Edwin N. Taylor
County Commissioner of Jackson County
Court House
Medford, Oregon

*(and
(Beatnik
(Queen

**Hon. Robert Duncan
State Representative
1500 Terrace Drive
Medford, Oregon

**Hon. L. W. Newbry
State Senator
Post Office Box 106
Ashland, Oregon

**Hon. John R. Dellenback
State Representative
110 N. 6th Street
Medford, Oregon

**Hon. Raymond A. Lathrop, Chairman
Board of County Commissioners of
Josephine County
Court House
Grants Pass, Oregon

*Mr. B. E. Davidson
County Commissioner of Josephine County
Court House
Grants Pass, Oregon

*Mr. Louis Ringuette
County Commissioner of Josephine County
Court House
Grants Pass, Oregon

*Hon. Sidney Bassett
State Representative
Post Office Box 126
Grants Pass, Oregon

**Hon. E. B. Potts
State Senator
754 N. E. Natrona
Grants Pass, Oregon

*Mr. James M. Hasler, President
Chamber of Commerce
732 S. W. Sixth Street
Grants Pass, Oregon

*Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

*Have indicated will be present
**Unable to be present
***Reply not yet received

1. Grants Pass to Evans Creek (Rogue River) Section, nine miles in length.

2. Two miles shorter than present route and saves an estimated 11 minutes' driving time.

3. Present route has 27 curves, with a total central angle of 665 degrees (a little less than two complete circles).

New route has 10 curves, with total central angle of 370 degrees (just over one complete circle).

4. Estimated cost of this section is $6,550,000.

The nine-mile section to the north, Jumpoff Joe Creek-Grants Pass, was completed in 1958 at a cost of $3,200,000.

The six-mile section to the south, Evans Creek-Rock Point, was completed last year at a cost of $4,850,000.

Combining the three sections results in a length of 24 miles of freeway, saving 3½ miles in distance, 17 minutes' driving time. Total cost $14,600,000.

Neither the section to the north or south of the one being dedicated were previously opened by dedication ceremonies.

This makes the third longest continuous section of complete freeway, exceeded only by the 108-mile section from Portland south and the section of Interstate 80N (Columbia River Highway) extending 33 miles east from Portland.

5. It is worthy of note that during the year 1961 the accident rate on 099 between the North Grants Pass Interchange and Depot Street intersection in Rogue River was 0.66 per million vehicle-miles of travel.

Based upon experience on other freeway sections, the anticipated accident rate on the section of freeway between the North Grants Pass Interchange and Rogue River will be 2.05 accidents per million vehicle-miles of travel.

It is anticipated there will be a total annual net reduction of 100 accidents per year between these termini on both routes with the freeway in operation.

JOSEPHINE COUNTY

FAS SYSTEM

Scale 0 1 4 Mi. May 1961

"LEGEND"

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highwa
- FAS Highway on State Secondary Hig
- FAS Highway on County Road

9.1 mi. open June 1, 1962

9 mi. opened 1959

6.2 mi. opened 1961

DOUGLAS COUNTY

CURRY COUNTY

DEL NORTE COUNTY

SISKIYOU COUNTY

CALIFORNIA

Wolf Creek
Leland
Grave Creek
Hugo
Galice
Merlin
Beagle
Sams Valley
GRANTS PASS
Rogue River
Gold Hill
Central Point
Jackson
Wilderville
Murphy
Provolt
Applegate
Ruch
Williams
Selma
Bryden
Kerby
Cave Junction
Holland
Oregon Caves
O'Brien
Takilma

FAP-17 (FAI-1)
FAP-3
FAP-3 (FAI-1)
FAP-17
FAP-17

ROGUE RIVER
APPLEGATE RIVER
SOUTH FORK
MIDDLE FORK
LITTLE APPL
WEST FK. ILLINOIS
EAST FK.

- LEGEND -

FA Primary Highway
FAS Highway on State Primary Highway
FAS Highway on State Secondary Highway
FAS Highway on County Road

DOUGLAS COUNTY

COUNTY

9.1 mi. open June 1, 1962

9.2 mi. opened 1959

6.2 mi. opened 1961

GRANT COUNTY

SISKIYOU COUNTY
CALIFORNIA

KLAMATH COUNTY

Wolf Creek
Leland
Grave Creek
Hugo
Merlin
Wilderville
Murphy
Rogue River
Gold Hill
Central Point
MEDFORD
Jacksonville
Provolt
Applegate
Williams
Ruch
Oregon Caves
Trail
McLeod
Shady Cove
Beagle
Sams Valley
Eagle Point
Brownsboro
Butte Falls
Lakecreek
Union Creek
Prospect
Phoenix
Talent
ASHLAND
Siskiyou
Colestin
Pinehurst

FAP-17
FAP-3
FAP-3(FAI-1)
FAP-31(FAI-1)
FAP-15

Castle Cr.
Union Cr.
Mill Cr.
Barr Cr.
Red Blanket Cr.
Elk Creek
W. Fk. Trail Cr.
Pleasant Cr.
Evans Creek
Big Butte Cr.
Little Butte Cr.
Salt Cr.
Griffin Cr.
Bear Cr.
Deer Lodge Cr.
Beaver Creek
Frog Cr.
Walker Creek
Ashland Cr.
Neil Cr.
Keene Cr.
Jenny Cr.
Squaw Cr.
Gerberry Cr.
Graybeat Cr.
Thompson Cr.
Williams Cr.
Murphy Cr.
Applegate River
Little Applegate River
Middle Fork
Rogue River
South Fork
North Fork
Middle Fork
Little Butte Cr.
Antelope Cr.
Emigrant Cr. Res.
Hyatt Res.
To Crater Lake
To Klamath Falls
To Lake of the Woods
Fish L.

Forrest Cooper

RECEIVED
MAY 31 1962
FORWARDING

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Information Office

Phone 364-2171
Extension 439

FOR IMMEDIATE RELEASE

62-119-Se

May 29, 1962

5114

SUGGESTED TELEVISION SCRIPT WITH FREEWAY FILM

The Oregon State Highway Department will open this new stretch of freeway Friday, June 1. The freeway is the Grants Pass-Evans Creek section of the Interstate 5 Route that sweeps through a portion of the picturesque Rogue River Valley.

Governor Mark O. Hatfield will dedicate this 10 million dollar section which runs between Grants Pass and the City of Rogue River.

The film shows some of the sweeping curves that can all be negotiated safely at 70 miles an hour. The new freeway is 9.82 miles long, or 2.15 miles shorter than the old highway that winds its way between Grants Pass and Rogue River.

The biggest difference in the old and new route is not the distance but the time required to cover the distance. The old Pacific Highway required 20 minutes travel time between Grants Pass and Rogue River. The new freeway avoids the congested developments between the two cities and requires only 9 minutes of travel time.

The map with Grants Pass at the left shows the old highway that formerly wound its way between Grants Pass and Rogue River, following the river as it went. The faster, straighter freeway is not only easier to travel but also considerably safer because there is no cross traffic.

Workmen here are shown doing some of the finishing work on the freeway section, which included the installation of guardrail. Plastic bags are placed over the wooden posts so that the rail can be painted without having to paint around them.

All guardrail is now installed and striping is completed.

Eight structures are included in this nearly 10 miles of freeway. Cost of these structures totalled $1,760,000. The paving and signing contract alone cost $2,691,000.

(more)

FORREST COOPER

Smoothness of the new section can be noted by these shots taken from a car moving over the route a few days before it was opened.

A large delegation is expected to attend the official dedication ceremonies, which will take place 1 1/2 miles south of the North Grants Pass Interchange at 11 a.m. Pacific Standard Time Friday. Glenn L. Jackson of Medford, Chairman of the Oregon State Highway Commission, will preside over the ceremonies that will be climaxed by Governor Hatfield's official dedication of the new section. Also present will be officials of Jackson and Josephine Counties, members of the State Legislature and Chamber of Commerce.

Other sections of the Pacific Freeway are already completed on both ends of this new section. The new link will connect these and provide an uninterrupted freeway that is 24.23 miles long, which makes it the third longest stretch of freeway in the state.

The new freeway sweeps above the picturesque Rogue River along its route, providing a view not possible on the old Pacific Highway located much lower along the bank of the Rogue River. Motorists will have a sweeping panoramic view of the mountainous terrain in the area.

Southbound motorists will enter the new freeway north of Grants Pass at the foot of Sexton Mountain near Jumpoff Joe Creek.

# # #

RECEIVED
JUN 26 1962
FOR FILING

Medford Mail Tribune
3/14/62

Grants Pass Area Freeway To Open

The Interstate 5 freeway from the north Grants Pass interchange to Rogue River will be ready for opening ceremonies May 31, the state highway commission has informed Grants Pass and Rogue River officials.

The section of freeway is 10 miles long. Opening date of the section was delayed because winter weather arrived before paving was completed along the shoulders.

Other parts of the highway, including fencing and signing, have been done, officials said.

One section of freeway from Rogue River south to Rock Point has been open this winter, and work is progressing along other sections of the freeway through the Rogue valley.

RECEIVED
MAY 15 1962
FOR FILING

Salem, Oregon
May 15,1962

Facts
Grants Pass-Evans Creek Sec.
Interstate 5

Victor D. Wolfe
Administrative Assistant

OFFICE

Grants Pass to Evans Creek Section is 9 miles long, which is some 2 miles shorter than the present route and saves 11 minutes driving time. The present route has 27 curves for a total central angle of 665 degrees, the sharpest curve being 10 degrees. The new route has 10 curves for a total central angle of 370 degrees, the sharpest curve being 6 degrees. Estimated cost of this section is $6,550,000.

The 9 mile section to the north, Jumpoff Joe Creek-Grants Pass, was completed in 1958 at a cost of $3,200,000. The 6 mile section to the south, Evans Creek-Rock Point, was completed last year at a cost of $4,850,000. Combining the three sections results in a length of 24 miles of freeway saving nearly 3½ miles in distance and 17 minutes driving time. Total cost - $14,600,000.

L. H. Young
Office Engineer

RA:mmb

FORM E-30 50M 11-61 40830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1962

SUBJECT: Facts - Grants Pass-Evans Creek Section Interstate 5

To: Mr. L. H. Young
Office Engineer
Department

Will you please have prepared a fact sheet on the Grants Pass-Evans Creek Section of Interstate 5 which I can forward to Mr. Cooper for transmittal to Governor Hatfield.

This fact sheet should, of course, include costs and construction features which might be outstanding, if any. I think we should also include some like facts on the completed section north and south of this specific section.

Facts which the Governor would also like to have would be comparison between the new and existing route.

I would appreciate having this information by May 17, if possible.

Victor D. Wolfe
Administrative Assistant

VDW:me

cc R. L. Porter

Curvature
Tunnels - dirt moving
Cost etc

also Interchange Loc - Rock Point 24.27 mi.

RECEIVED
MAY 14 1962
FOR FILING

5714

Salem, Oregon
May 11, 1962

Mr. L. H. Young
Office Engineer
Department

Facts - Grants Pass-
Evans Creek Section
Interstate 5

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Victor D. Wolfe
Administrative Assistant

VDW:tms

cc R. L. Porter

RECEIVED
MAY 1962
FOR FILING
4714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1962

To:

SUBJECT: Mileages
Pacific Highway

MEMORANDUM TO THE FILES

The following information was given to the Office Engineering Division on May 14, 1962 as part of a report requested by Mr. V. D. Wolfe for dedication ceremonies by Governor Mark Hatfield.

Via the Pacific Highway on new alignment from M. P. 251.36 a point on the centerline about 150 ft. south of Sexton Mountain Loop Road, to M. P. 275.31 a point on the centerline which is opposite the west end of the Rogue River Bridge on Sams Valley Highway, No. 271 near Gold Hill is a distance of 23.95 miles.

From M. P. 251.36 to the west end of the Rogue River Bridge at M. P. 294.56 via the former route of the Pacific Highway, a distance of 27.38 miles. (Equation savings due to prior projects = 15.82 miles).

Savings in distance = 3.43 miles.

Travel time on new route at 64 MPH = 22 minutes.
Travel time on old route = 39 minutes as follows:
From M. P. 251.36 to North Grants Pass at 49 MPH = 13 minutes (Distance 10.67 miles)
Through Grants Pass at 21 MPH = 6 minutes (Distance 1.94 miles)
South of Grants Pass to Rogue River Bridge at 44 MPH = 20 minutes (Distance 14.77 miles).

Savings in travel time = 17 minutes.

Travel times on old route are from studies made by the Traffic Survey Unit.

NOTED
TOM EDWARDS
J. AL HEAD

JCO:mp

James C. Owens
Mileage Control Supervisor

RECEIVED
MAY 26 1962
FOR FILING

B. E. DAVIDSON
COMMISSIONER

RAYMOND A. LATHROP
COMMISSIONER

LOUIS D. RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURT HOUSE - GRANTS PASS, OREGON

May 15, 1962

Mr. Forrest Cooper, State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention of Mr. Victor D. Wolfe
Administrative Assistant

Dear Mr. Cooper:

This will acknowledge and thank you for your invitation to be present at the dedication ceremony of the Grants Pass - Evans Creek Section of Interstate Freeway 5 on June 1, 1962.

Mr. Ringuette and I plan to attend this event and will be at the appointed site as scheduled.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By: B. E. Davidson
B. E. Davidson, Commissioner

BED/ns

RECEIVED
MAY 16 1962
OREGON
STATE HIGHWAY COMMISSION

INDIAN MARY PARK ON THE ROGUE RIVER

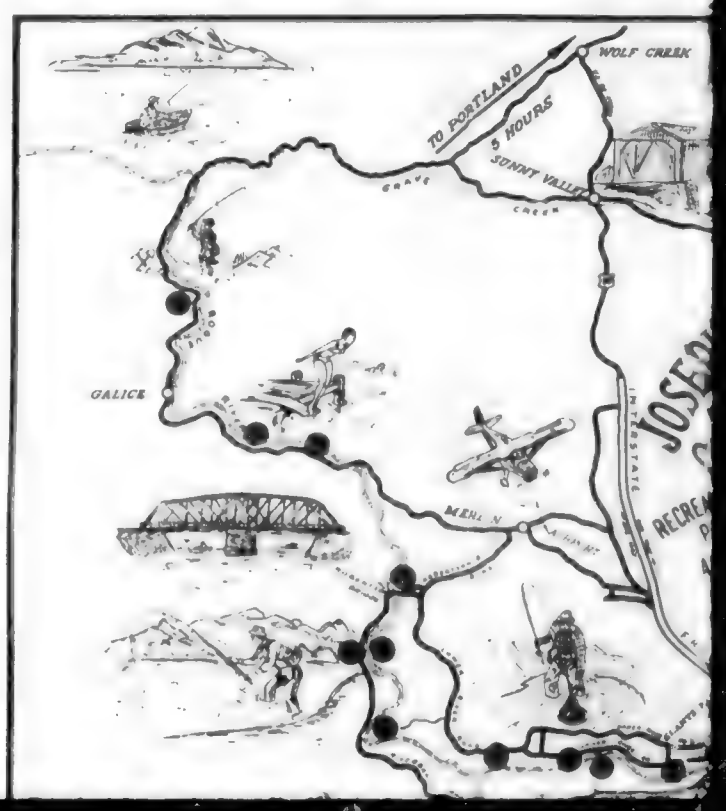
FOR YOU—
A WORLD OF PLEASURE

PARKS ARE LISTED BY NUMBER
AS SHOWN ON COUNTY MAP

NAME	MAP NO.	LOCATION	PICNIC TABLES	WATER SUPPLY	COMFORT STATIONS	OVERNIGHT CAMPSITES	TRAILER SITES	BOAT ACCESS
*CITY PARK	1	In Grants Pass, on River	X	X	X			
TUSSING PARK	2	W. end of Park St. on River	X		X			
SCHROEDER PARK	3	Schroeder Lane, 2 mi. W. of G. P.	X	X	X	X		X
LATHROP ACCESS	4	Lower River Rd., 4 mi. W. of G. P.						X
WHITEHORSE PARK	5	Lower River Rd., 8 mi. W. of G. P.	X	X	X	X	X	
MATSON PARK	6	Lower River Rd., 10 mi. W. of G. P.	X	X	X			X
UPPER FERRY PARK	7	Lower River Rd., 14 mi. W. of G. P.	X	X	X			X
GRIFFIN PARK	8	Riverbanks Rd., 14 m. to Griffin Rd.	X	X	X	X		X
ROBERTSON BRIDGE ACCESS	9	Lower River Rd., 17 mi. W. of G. P.						X
HELLGATE PARK	10	Galice Rd., 20 mi. W. of G. P.	X	X	X	X		
INDIAN MARY PARK	11	Galice Rd., 21 mi. W. of G. P.	X	X	X	X	X	X
ALMEDA BAR ACCESS	12	Galice Rd., 30 mi. W. of G. P.	X	X	X	X		X
APPLEGATE PARK	13	Murphy Provolt Rd., 15 mi. E. of G. P.						
ILLINOIS VALLEY PARK	14	1 mi. S. E. of Cave Junction	X	X	X			
*GRAYBACK CAMP	15	Oregon Caves Hiway, 12 mi. E. of C. J.	X	X	X	X		
SELMAC LAKE	16	Deer Creek Rd., 5 mi. E. of Selma	X	X	X	X		X
*BOLAN LAKE AREA	17	Happy Camp Rd., 28 mi.	X	X	X	X		
*TANNEN LAKE	18	By trail from Bolan Lake—3 mi.	X			X		
*ELK CREEK FOREST CAMP	19	Redwood Highway—15 mi. S. W. of Cave Junction	X	X	X	X		
FISH HATCHERY RECREATION AREA	20	On Fish Hatchery Road— 8 mi. south of Grant's Pass	X		X			

*All of the parks except those marked with * are maintained by Josephine County.

GRANTS PA



COVERED BRIDGE AT SUNNY VALLEY, OREGON

...MPY PARK ON ...E ROGUE RIVER

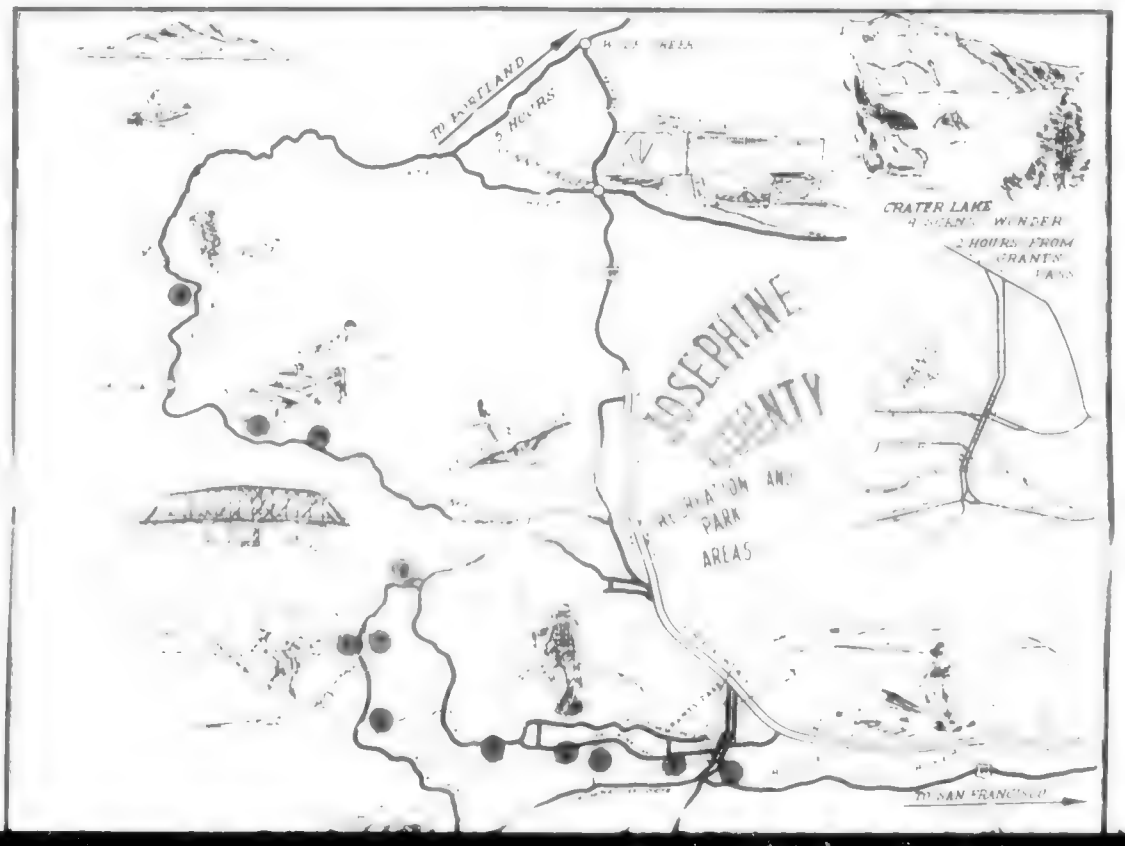
...LEASURE

...ER

...TION	PICNIC TABLES	WATER SUPPLY	COMFORT STATIONS	OVERNIGHT CAMPSITES	TRAILER SITES	BOAT ACCESS
...t River	X	X				
... on River						
...2 mi. W. of G. P.						
... mi. W. of G. P.						
...ni. W. of G. P.						
...0 mi. W. of G. P.						
...4 mi. W. of G. P.						
...4 m. to Griffin Rd.						
...7 mi. W. of G. P.						
...W. of G. P						
...W of G. P.						
... of G. P.						
..., 15 mi. E.						
...unction						
...ay, 12 mi. E.						
...ni. E. of Selma						
...3 mi.						
... Lake—3 mi.						
...—15 mi. S. W.						
...oad— ...rant's Pass						

...aintained by Josephine County.

GRANTS PASS, OREGON • COUNTY SEAT OF JOSEPHINE COUNTY



UPPER FERRY PARK	7	Lower River Rd., 14 mi. W. of G. P.						
GRIFFIN PARK	8	Riverbanks Rd., 14 m. to Griffin Rd.		X	X	X		X
ROBERTSON BRIDGE ACCESS	9	Lower River Rd., 17 mi. W. of G. P.						X
HELLGATE PARK	10	Galice Rd., 20 mi. W. of G. P.		X	X	X		
INDIAN MARY PARK	11	Galice Rd., 21 mi. W. of G. P.		X	X	X	X	X
ALMEDA BAR ACCESS	12	Galice Rd., 30 mi. W. of G. P.		X	X	X		X
APPLEGATE PARK	13	Murphy Provolt Rd., 15 mi. E. of G. P.						
ILLINOIS VALLEY PARK	14	1 mi. S. E. of Cave Junction		X	X	X		
*GRAYBACK CAMP	15	Oregon Caves Hiway, 12 mi. E. of C. J.		X	X	X	X	
SELMAC LAKE	16	Deer Creek Rd., 5 mi. E. of Selma		X	X	X		X
*BOLAN LAKE AREA	17	Happy Camp Rd., 28 mi.		X	X	X		
*TANNEN LAKE	18	By trail from Bolan Lake—3 mi.		X			X	
*ELK CREEK FOREST CAMP	19	Redwood Highway—15 mi. S. W. of Cave Junction		X	X	X	X	
FISH HATCHERY RECREATION AREA	20	On Fish Hatchery Road—8 mi. south of Grant's Pass		X		X		

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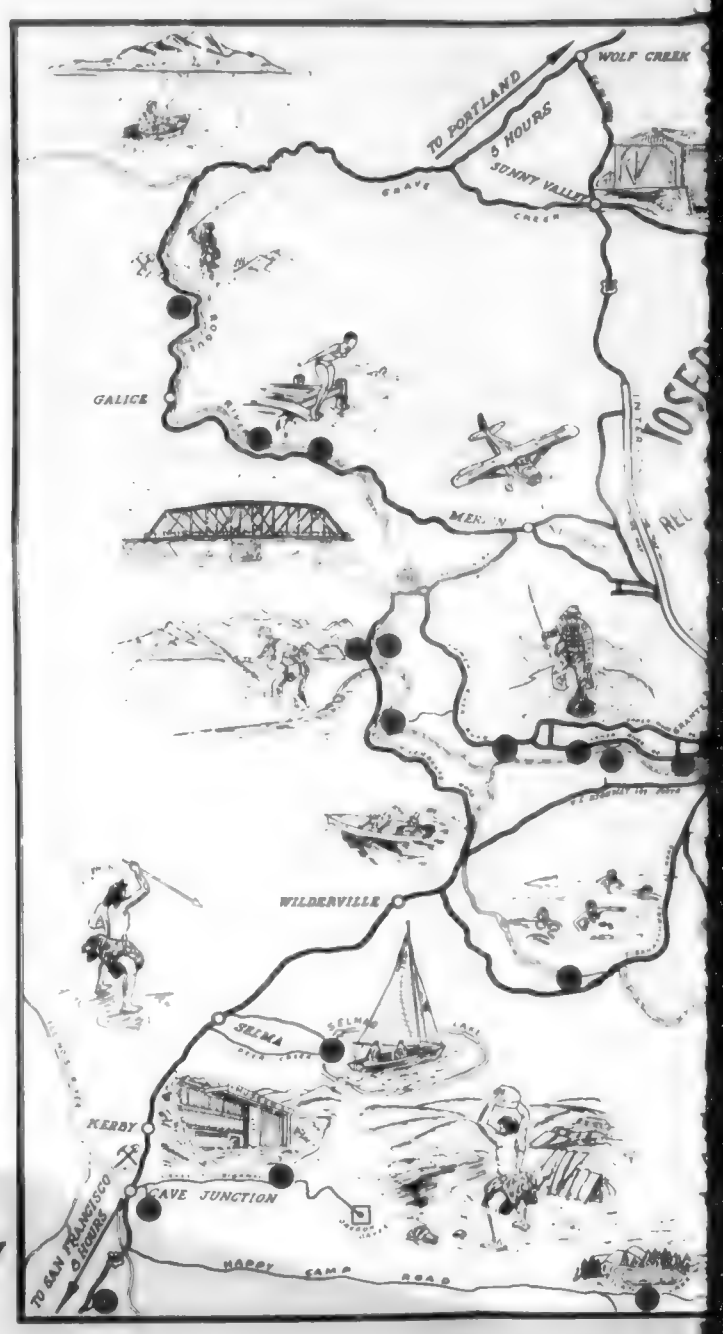


COVERED BRIDGE AT SUNNY VALLEY, OREGON

HELLGATE CANYON ON THE ROGUE RIVER
PHOTO BY OREGON STATE HIGHWAY COMMISSION

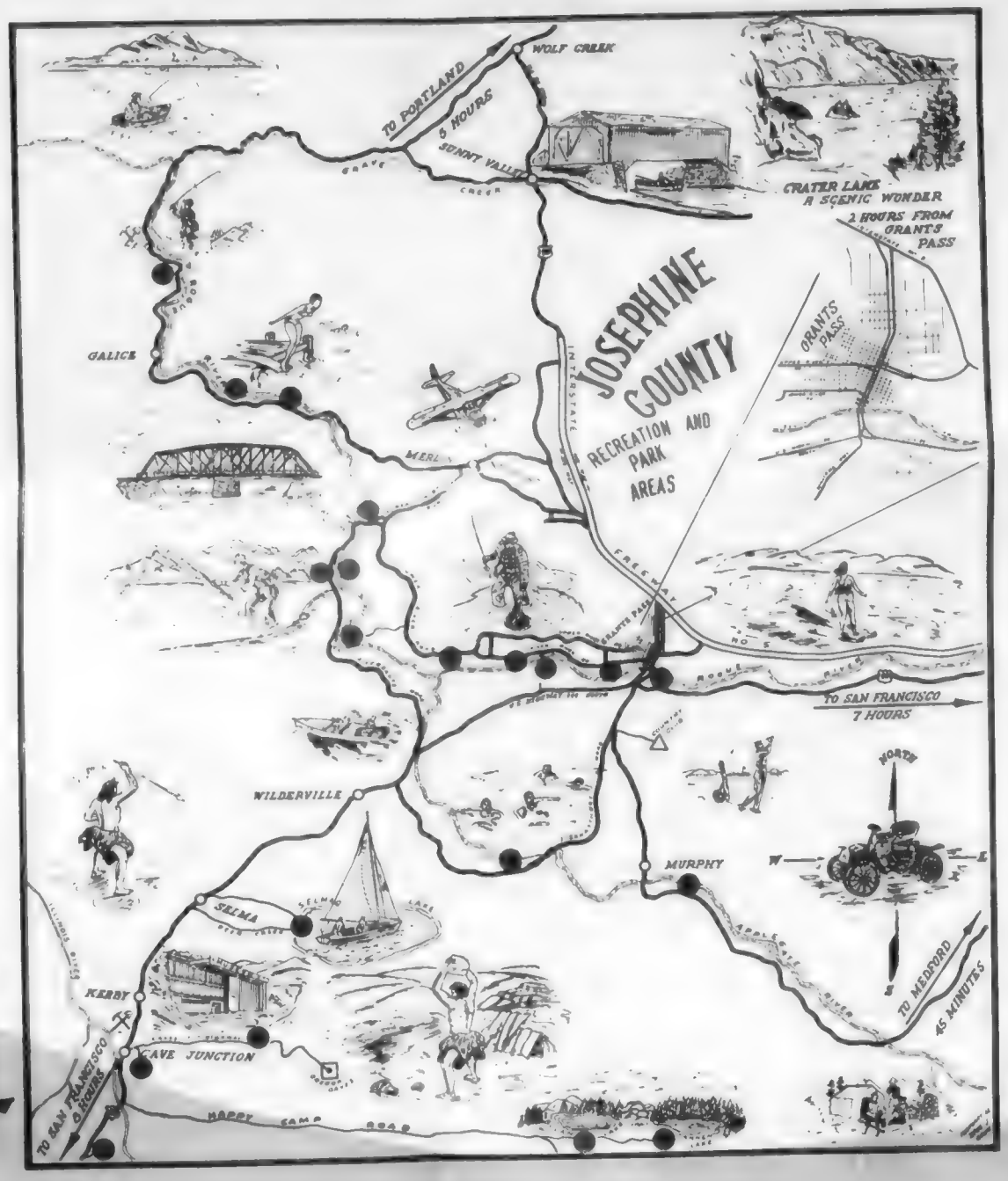
GLADIOLA FIELDS IN JOSEPHINE COUNTY
These fields reach their full brilliance in the latter part of July and early August

TROUT FISHING IS GOOD IN JOSEPHINE COUNTY

to Griffin Rd.	X	X	X	X		X
L W. of G. P.						X
of G. P.	X	X	X	X		
of G. P.	X	X	X	X	X	X
of G. P.	X	X	X	X		X
5 mi. E.						
nction	X	X	X			
12 mi. E.	X	X	X	X		
E. of Selma	X	X	X	X		X
mi.	X	X	X	X		
ake—3 mi.	X			X		
15 mi. S. W.	X	X	X	X		
d— 's Pass	X		X			

tained by Josephine County.

GRANTS PASS, OREGON • COUNTY SEAT OF JOSEPHINE COUNTY



HELLGATE CANYON ON THE ROGUE RIVER
PHOTO BY OREGON STATE
HIGHWAY COMMISSION

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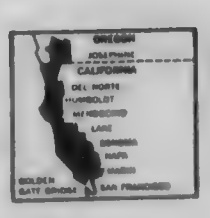

NORTHERN
GATEWAY
TO

REA

The Redwood Empire

THE ONLY OREGON COUNTY
PARTICIPATING MEMBER

Public Parks

JOSEPHINE COUNTY

OREGON

LOCATION

Located in Southwest Oregon. The Rogue, Applegate, and Illinois Rivers flow through the county. Climate is influenced by the coast winds. The ocean and beaches are about two hours by car from Grant's Pass, the county seat. Rainfall averages 29.6 inches, 24 inches of which falls between October and May, making for rain-free summer months.

ECONOMY

Basic economy is the woodworking industry; second, is the outdoor recreation facilities with which nature has endowed the area. Man has built structural improvements for the public to use and enjoy, but nature provided the primary requirements for his enjoyment.

SCENERY

Many miles of river flow through Josephine County, giving ample opportunity for the fisherman, boater, swimmer and photographer to enjoy their hobbies and relax in the outdoor splendor.

COVER PICTURE: FISHING ON THE ROGUE RIVER

Wonderful Southern Oregon

GRANTS PASS

Published by Josephine County Park Commission, Grant's Pass, Oregon

ROGU

In the realm of the Oregon Cavemen

Public Parks

JOSEPHINE COUNTY

OREGON

Public Parks

JOSEPHINE COUNTY

OREGON

Wonderful Southern Oregon

GRANTS PASS

Published by Josephine County Park Commission, Grants Pass, Oregon

In the realm of the Oregon Cavemen

ROGUE RIVER COUNTRY

FISHING AND BOATING ON LAKE SELMAC

The Rogue River and its tributaries, the Applegate and Illinois rivers, are world famous for the steelhead fishing they produce.

The Rogue River has three separate runs of steelhead. Each comes into the river at a different time of the year, motivated by various physical and biological characteristics of each race. The three runs are:

(1) Spring steelhead which enter in the spring when water temperatures are on the rise. The run reaches the Grants Pass area in April, however, the fish do not start ambitious feeding until August. Greatest catch occurs in September and steelhead are caught on both flies and single eggs.

(2) Fall run steelhead enter the Rogue River when the river has started to cool off from hot, summer temperatures. This usually occurs during the last week in August and steelhead reach the Grants Pass area during the latter part of September or first week in October. Fall steelhead are voracious feeders. They strike on many forms of tackle that resemble some type of food. They are fat and strong from feeding on an abundance of aquatic insects. These fish show a preference for artificial flies and thus make the river a happy place for the fly fishermen when the run is on

(3) Winter run steelhead enter the Rogue River after sufficient rain has fallen to raise the river above fall levels. The main motivation of migration is sexual development. Cold water periods through the winter months retard both the rate of sexual development and the rate of migration. When water temperatures are warmer than 40° F., they move upstream. The warmer the water the faster the migration. The winter run reaches the Grants Pass-Galice area in early or mid-January and peaks at Gold Ray dam in March.

Branches of this winter run, called races, travel into the Illinois and Applegate river systems. The Illinois race starts in January and continues through February and March.

Rogue River winter steelhead are large fish which follow the normal 4-year life pattern of most coastal stream steelhead. Even those that return to spawn in their third year have grown to slightly larger size than spring and fall-run fish because they have spent from four to seven months longer in the ocean before returning. The winter steelhead average 7 lb[illegible]nd fish have been taken up to 16 lbs.

INDIAN

Located on the so
downstream front

The park contains
ing piped well w

The park receive
Umpqua Joe. Th
Mary's father fro
ance to the white

The area is very
for boat launchin

The surrounding
can find active go

LAKE S
RECRE

Located three mil
This lake, cover
Josephine County

The State Game
Bass and Bluegil
on which the pub

There are very g
rental boats are a

Picnicking, campi
enjoyed by all.

Campsites and pic
A limited numbe

WHITE

Whitehorse Park
miles west of Gra
horse riffle on the

The park has m
camps. Complete
showers, modern
in the park. A m

GRIFFIN PARK ON THE ROGUE RIVER

FISHING AND BOATING ON LAKE SELMAC

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GRIFFIN PARK ON THE ROGUE RIVER

INDIAN MARY PARK

Located on the south bank of the Rogue River a short distance downstream from Hellgate Bridge on the Merlin-Galice Road.

The park contains complete picnic and camping facilities including piped well water, tables, fireplaces and modern toilets.

The park received its name from Mary Pecos, a daughter of Umpqua Joe. The area contained in the park was a grant to Mary's father from the United States in recognition of his assistance to the white settlers during the Rogue River Indian Wars.

The area is very popular with fishermen and contains facilities for boat launching.

The surrounding area is rich in mining lore, and even today you can find active gold mines.

LAKE SELMAC RECREATION AREA

Located three miles east of Highway 199, near the town of Selma. This lake, covering approximately 160 acres, was created by Josephine County Park Commission.

The State Game Commission has planted the lake with Black Bass and Bluegill, making it the only lake in Josephine County on which the public may fish for spiny-ray fish.

There are very good boat-launching facilities at the lake and rental boats are available for those who do not bring their own.

Picnicking, camping, boating, fishing, swimming and hiking are enjoyed by all.

Campsites and picnic tables, well water and toilets are available.

A limited number of modern trailer sites are available for a fee.

WHITEHORSE PARK

Whitehorse Park is located on the banks of the Rogue River, eight miles west of Grants Pass. The park receives its name from Whitehorse riffle on the river—a favorite spot for fishermen.

The park has modern trailer facilities and ample room for tent camps. Complete campsites with piped well water, hot water showers, modern toilets, and ample picnic area are included within the park. A moderate fee is asked for camping.

RECEIVED
MAY 16 1962
FOR FILING

5714

May 14, 1962

Mr. Tyler Cudd, President
Active Club
727 N. E. Middle Drive
Grants Pass, Oregon

Dear Mr. Cudd:

On behalf of the Oregon State Highway Commission and the Oregon State Highway Department, I cordially invite you to take part in the dedication of the Grants Pass-Evans Creek Section of Interstate Freeway 5 on June 1, 1962.

A seat on the speakers' platform is being reserved for your selected Beatnik Queen at the site of the ceremonies, which will take place 1½ miles southeast of the North Grants Pass Interchange on the new freeway section.

As you know, Governor Hatfield will officially open the 9.82-mile, $10,000,000 project, with a ribbon-cutting ceremony. It is our desire that your Queen assist Governor Hatfield in the actual ribbon-cutting ceremony.

The ceremonies are scheduled to begin promptly at 11 a.m., Pacific Standard Time. To reach the location of the dedication, enter the Rogue River-bound lanes of the freeway at the North Grants Pass Interchange and continue southeast to the site. Parking on the roadway will be provided. Following the ribbon-cutting, convertibles will take you and the other special guests on a tour of the new freeway section, return to the starting point, then proceed, if you wish, to the Grants Pass Chamber of Commerce no-host luncheon.

I would appreciate a confirmation if you can arrange to be present at this event.

Sincerely yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc

cc Jack McMahan
Glenn L. Jackson
Forrest Cooper

May 11, 1962

Mr. Murray Gardiner, President
Medford Chamber of Commerce
229 West Main
Medford, Oregon

Dear Mr. Gardiner:

On behalf of the Oregon State Highway Commission and the Oregon State Highway Department, I cordially invite you to take part in the dedication of the Grants Pass-Evans Creek Section of Interstate Freeway 5 on June 1, 1962.

A seat on the speakers' platform is being reserved for you at the site of the ceremonies, which will take place 1½ miles southeast of the North Grants Pass Interchange on the new freeway section.

The local committee has designated you to speak for the Rogue Valley area chambers of commerce and commercial clubs. Based upon our time schedule, five to seven minutes' time has been allocated to you.

Sincerely yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:ms

cc Jack McMahan
Glenn L. Jackson
Forrest Cooper

May 11, 1962

Mr. Charles B. Gill, Jr., Mayor
City of Grants Pass
Grants Pass, Oregon

Dear Mayor Gill:

On behalf of the Oregon State Highway Commission and the Oregon State Highway Department, I cordially invite you to take part in the dedication of the Grants Pass-Grave Creek Section of Interstate Freeway 5 on June 1, 1962.

A seat on the speakers' platform is being reserved for you at the site of the ceremonies, which will take place 1½ miles southeast of the North Grants Pass Interchange on the new freeway section.

The local committee has designated you to speak representing yourself and the Mayor of Medford, Central Point, Gold Hill, and Rogue River. Based upon our time schedule, five to seven minutes' time has been allocated to you.

Sincerely yours,

Forrest Cooper
State Highway Engineer

By

Victor B. Wolfe
Administrative Assistant

VBW:me

cc Jack McMahan
Glenn L. Jackson
Forrest Cooper

May 11, 1962

Miss Jean Callahan
Spartafair Queen
124 South B
Eagle Point, Oregon

Dear Miss Callahan:

On behalf of the Oregon State Highway Commission and the Oregon State Highway Department, I cordially invite you to take part in the dedication of the Grants Pass-Evans Creek Section of Interstate 5 on June 1, 1962.

A seat on the speakers' platform is being reserved for you at the site of the ceremonies, which will take place 1½ miles southeast of the North Grants Pass Interchange on the new freeway section.

As you know, Governor Hatfield will officially open the 9.82-mile, $10,000,000 project, with a ribbon-cutting ceremony. It is our desire that you assist Governor Hatfield in the actual ribbon-cutting ceremony.

The ceremonies are scheduled to begin promptly at 11 a.m., Pacific Standard Time. To reach the location of the dedication, enter the Rogue River-bound lanes of the freeway at the North Grants Pass Interchange and continue southeast to the site. Parking on the roadway will be provided. Following the ribbon-cutting, convertibles will take you and the other special guests on a tour of the new freeway section, return to the starting point, then proceed, if you wish, to the Grants Pass Chamber of Commerce no-host luncheon.

I would appreciate a confirmation if you can arrange to be present at this event.

Sincerely yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mc

cc Jack McMahan
Glenn L. Jackson

Forrest Cooper

May 11, 1962

Mr. Glenn L. Jackson, Chairman
State Highway Commission
c/o Pacific Power and Light Company
216 West Main
Medford, Oregon

Dear Sir:

Enclosed is a list of official invitations sent out for the dedication of the Grants Pass-Evans Creek Section of Interstate 5 on June 1, 1962. This was prepared in conjunction with the local group working with me on the program for this opening ceremony.

I will forward to you the list of those accepting, a copy of the fact sheet which Mr. Cooper will transmit to Governor Hatfield, and a suggested program procedure.

It was recommended by the local committee that only yourself; the Mayor of Grants Pass, representing all the Mayors; the President of the Medford Chamber of Commerce, representing all the commercial clubs; and Governor Hatfield be given an allotted time to speak.

If you have any additions which you wish to make to the list of officials as shown, or changes in the program as outlined, I would appreciate it if you would please instruct at your earliest convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:me

Enclosure

cc Forrest Cooper

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 11, 1962

(This letter addressed to all persons listed on attached sheet.)

On behalf of the Oregon State Highway Commission and the Oregon State Highway Department, I cordially invite you to take part in the dedication of the Grants Pass-Evans Creek Section of Interstate Freeway 5 on June 1, 1962.

A seat on the speakers' platform is being reserved for you at the site of the ceremonies, which will take place one and a half miles southeast of the North Grants Pass Interchange on the new freeway section.

As you know, Governor Hatfield will officially open the 9.82 mile, $10 million project, with a ribbon-cutting ceremony. Oregon State Highway Commission Chairman Glenn L. Jackson of Medford will be master of ceremonies for the event.

The ceremonies are scheduled to begin promptly at 11 a.m., Pacific Standard Time. To reach the location of the dedication, enter the Rogue River-bound lanes of the freeway at the North Grants Pass Interchange and continue southeast to the site. Parking on the roadway will be provided. Following the ribbon-cutting, convertibles will take you and the other special guests on a tour of the new freeway section, return to the starting point, then proceed, if you wish, to the Grants Pass Chamber of Commerce no-host luncheon.

I would appreciate a confirmation if you can arrange to be present at this event.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Victor D. Wolfe

Victor D. Wolfe
Administrative Assistant

Hon. Freeman W. Mason, Mayor
City of Central Point
Central Point, Oregon

Hon. Milton Steinmetz, Mayor
City of Gold Hill
Gold Hill, Oregon

Hon. Larry Sheehan, Mayor
City of Rogue River
Rogue River, Oregon

Hon. John Snider, Mayor
City of Medford
City Hall
Medford, Oregon

Hon. Earl Miller
County Judge of Jackson County
Court House
Medford, Oregon

Mr. Chester H. Wendt
County Commissioner of Jackson County
Court House
Medford, Oregon

Mr. Edwin H. Taylor
County Commissioner of Jackson County
Court House
Medford, Oregon

Hon. L. W. Newbry
State Senator
Post Office Box 306
Ashland, Oregon

Hon. Robert Duncan
State Representative
1980 Terrace Drive
Medford, Oregon

Hon. John R. Dellenback
State Representative
257 Windsor
Medford, Oregon

Hon. Raymond A. Lathrop, Chairman
Board of County Commissioners of Josephine County
Court House
Grants Pass, Oregon

Mr. Bruce Davidson
County Commissioner of Josephine County
Court House
Grants Pass, Oregon

Mr. Louis Ringuette
County Commissioner of Josephine County
Court House
Grants Pass, Oregon

Hon. Sidney Bassett
State Representative
Post Office Box 126
Grants Pass, Oregon

Hon. H. D. Potts
State Senator
754 N. E. Madrone
Grants Pass, Oregon

Mr. James Baker, President
Chamber of Commerce
752 S. W. Sixth Street
Grants Pass, Oregon

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Grants Pass and Josephine County
CHAMBER OF COMMERCE

May 4, 1962

Mr. Vic Wolf, Administrative Assistant
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Vic:

Enclosed you will find the list of individuals who should receive personal invitations. If I think of any more, I will call you.

I think we are all set on this end.

Hope to hear from you in the near future.

Sincerely,

jmcb

Jack McMahan
Manager

JM:gp

Encls.

RECEIVED
MAY 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

P. O. BOX 970 PHONE GREENWOOD 6-7717 GRANTS PASS, OREGON

Grants Pass, Oregon

NAME	TITLE	ADDRESS
Raymond A. Lathrop	County Commissioner	Court House
Bruce Davidson	County Commissioner	Court House
Louis Ringuette	County Commissioner	Court House
Sidney Bazett	State Representative	P. O. Box 126
E. D. "Debbs" Potts	State Senator	754 N.E. Madrone
James Basker	President, C of C	752 S.W. Sixth St.
Tyler Cudd (The organization sponsoring the Boatnik, where the invitation should be sent for the Boatnik Queen)	Pres. Active Club	727 N.E. Riddle Dr.

Central Point:

Freeman W. Mason, Mayor
City of Central Point
Central Point, Oregon

Gold Hill:

Milton Steinmetz, Mayor
City of Gold Hill
Gold Hill, Oregon

Rogue River:

Larry Sheehan, Mayor
City of Rogue River
Rogue River, Oregon

Medford:

John Snider, Mayor
City of Medford
City Hall
Medford, Oregon

Murray Gardiner (President, Medford Chamber
Cal-Pac Utilities Co. of Commerce)
229 West Main
Medford, Oregon

Judge Earl Miller
County Court
Court House
Medford, Oregon

Chet Went, Commissioner
County Court
Court House
Medford, Oregon

John Dellenback, Commissioner
County Court
Court House
Medford, Oregon

L. W. Newbry, Senator
Valleyview
Phoenix, Oregon

Robert Duncan, Representative
1500 Terrace Drive
Medford, Oregon

John Dellenback, Representative
257 Windsor
Medford, Oregon

Joan Callahan, Sportsfair Queen
124 South B
Eagle Point, Oregon

RECEIVED
MAY 16 1962
FOR FILING

FORM E-30X—50M—11-61—40221

5 114

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 14, 1962

SUBJECT: Grants Pass-Evans Creek Section

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

We were informed by the Area Engineer of the Bureau of Public Roads that the AC Compaction on the northbound outside shoulder is insufficient to allow the Bureau to accept the project. They state that out of six tests taken on this shoulder, five of them failed.

Please make an immediate investigation of this matter and take whatever steps are necessary to correct the deficiency. Report the results of your effort to this office.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: R. L. Porter
G. W. Harra

RECEIVED
MAY 15 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 1962
COMMISSIONERS
FLOYD L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 8, 1962

C. B. Polk
Division Engineer
U.S. Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Subject: Grants Pass-Evans Creek
Section, Pacific Highway
I-5-1(22)50

Dear Sir:

Reference laboratory reports of asphaltic concrete subject project. Average analysis indicates the following proportions: $\frac{3}{4}$-$\frac{1}{4}$, 42.6%; $\frac{1}{4}$-10, 22.5%; 10-40, 14.2%; 40-80 6.7%; 80-200 3.6%; P200 4.8% and A.C. 5.6%. The average analysis shows the material to be within specifications. The job average for compotion is 93.1% while the average of seven cores of material indicated as outside grading specifications is 94.5%.

Since this asphaltic concrete will not be subjected to much traffic the mix design was based on a high percent of $\frac{3}{4}$-$\frac{1}{4}$ material. This allows for thicker asphalt films which are not as adversely effected by oxidation as are thinner films. When the design is based on the high side of a specification it is to be expected that some sample analysis will fall outside the specified tolerance. One thousand gram samples are tested, so a difference in sample preparation of even one or two $\frac{1}{2}$ inch particles will readily be indicated in the sieve analysis. For this reason, the job average is the criterion upon which compliance with specifications should be made.

The overall job is good, with close adherence to the mix design as well. Under the circumstances I do not feel that any particular weight should be given to the few test samples found to be outside the specification, but only as they represent a part of the job average.

Very truly yours,

G. W. HARRA
Engineer of Materials

RECEIVED
MAY 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
TOM EDWARDS

GWH:hrn

c.c. Tom Edwards
F. D. Morgan
L.R. Chandler

Forrest Cooper

RECEIVED
1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Information Office

Phone 364-2171
Extension 439

FOR IMMEDIATE RELEASE | 62-73-S | May 2, 1962

5714

A nine-mile section of the Pacific Freeway that sweeps through the picturesque Rogue River Valley will be opened to the motoring public June 1 when Governor Mark O. Hatfield dedicates the Grants Pass-Evans Creek link of Interstate Highway 5.

This $10 million section will connect Grants Pass and the city of Rogue River. It is the first freeway in Oregon highway history to have a continuous strip of concrete paving 24 feet wide with no "break" between the two 12-foot wide parallel lanes going in the same direction.

This unusually-wide paving is completed. The contractor, Peter Kiewit Sons Company, still has finishing touches, such as guardrails and signing to complete prior to the opening.

The new freeway section is 9.82 miles long, or 2.15 miles shorter than the old Pacific Highway that winds its way between Grants Pass and Rogue River. The biggest difference comes in time required to cover the distance. While the old route required 20 minutes of travel time, the new one avoids the congested developments between the two cities and requires only 9 minutes of travel.

The ribbon-cutting dedication ceremonies will take place near the North Grants Pass Interchange at 11 a.m. Pacific Standard Time. Glenn L. Jackson, Medford, Chairman of the Oregon State Highway Commission, will preside over the ceremonies which will be climaxed by Governor Hatfield's official dedication of the new section. Present will be city and county officials, representatives of Chambers of Commerce and the State Highway Department, including Forrest Cooper, State Highway Engineer.

(more)

Other sections of the Pacific Freeway are already completed on both ends of the Grants Pass-Evans Creek section. The new link will connect these and provide an uninterrupted freeway 24.23 miles long, making this the third longest single stretch of freeway in the state.

The longest continuous section of freeway is the 108 miles between Portland and Eugene, followed by the 33 miles between Portland and Bonneville on Interstate 80N (US 30).

The new freeway will sweep above the picturesque Rogue River along much of its route, providing a view not possible from the old Pacific Highway located much lower along the bank of the river. Traffic going south will overlook Grants Pass and also will have a sweeping panoramic view of the mountainous terrain.

Southbound motorists will enter the new freeway at the foot of Sexton Mountain near Jumpoff Joe Creek north of Grants Pass. Traffic will return to the two-lane highway at Rock Point near Gold Hill.

# # #

RECEIVED
MAY 3 1962
FOR FILING

1.114

May 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12 covering raising and grouting settled places in P.C.C. pavement on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal-Aid Project No. I-5-1(22)50.

Work to be done on this order is raising and grouting under the slabs at several locations where the Portland cement concrete has settled. Settlement has occurred in the subgrade which was done by the grading contractor. The paving contractor cannot be held liable for this settlement as he did not do the grading work.

Approval has been verbally recommended by the BPR Area Engineer. Authorization to proceed was given April 25, 1962, as an emergency measure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
APR 30 1962
FOR FILING

REFERRED TO 5/1/62
Tom Edwards
BY ASST. TRAFFIC ENGR.

5713

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

To: International Pass on to Vic Wolfe

Salem, Oregon
May 1, 1962

SUBJECT: North Grants Pass-Rogue River Section Interstate 5

Thanks Cal

MEMORANDUM TO THE FILES

This date, the following information was given to the Public Relations Section.

> The length of the existing route of the North Grants Pass-Rogue River Section is 11.97 miles, and the length of the new route 9.82 miles. The travel time on the old route is 20 minutes, and the travel time on the new route will be 9 minutes.

The travel time was checked with Gilbert Stein of the Economic Unit.

James C. Owens
Mileage Control Supervisor

JCO: mp

NOTED
J. AL HEAD

RECEIVED
MAY 2 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
APR 23 1962
FOR FILING

FORM E-30X—50M—6-61—28682

6 / 14

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1962

SUBJECT: P. A. #6 (Revised) RC-250
Grants Pass-Evans Creek Section
Pacific Highway
Contract No. 5714

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

Returned herewith unapproved is your proposed Price Agreement #6 (Revised) under which you proposed to pay the contractor an additional $0.75 per ton for RC-250 over his bid price for RC-3. You are hereby instructed to order the contractor to furnish the asphalt materials at his bid price. If RC-250 is not available at the price quoted, the RC-3 may be furnished as originally specified. We will not approve an increased price for a bid item.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
enc.

cc: R. L. Porter

RECEIVED
APR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
APR 3 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
March 29, 1962

Mr. Norman P. Barnes
Vice-President
Foress Company
Box 687
Corvallis, Oregon

Dear Mr. Barnes:

There are attached the working drawings for the additional signs and the revised signs on the Grants Pass-Evans Creek Contract Number 5714.

These drawings have been approved as noted.

Very truly yours,

Tom Edwards
Asst. State Highway Engineer

by Original Signed by
F. B. CRANDALL
F. B. Crandall
Traffic Engineer

LEG:mgm
bc:Tom Edwards

STATE

NOTED
TOM EDWARDS

RECEIVED
MAR 12 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
March 9, 1962

5714

To:
F. D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT: "YIELD RIGHT OF WAY" signs
Grants Pass - Evans Creek Section
Pacific Highway No. 1 (I5)
Contract No. 5714

When the signing on the above named section was designed, the Interstate Sign Manual required that "YIELD RIGHT OF WAY" signs be installed on all on-ramps. Since that time, the manual has been revised and "YIELD RIGHT OF WAY" signs are no longer required. Will you please arrange to have these signs deleted from the contract instead of installing them and then masking them as was originally requested in a letter to the Resident Engineer on January 5, 1962. This will involve a reduction of quantities if the signs have not been already made.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

DPD:sm/mgm
cc: Tom Edwards

MAR
STATE H

NOTED
TOM EDWARDS

RECEIVED
MAR 9 1962
FOR FILING

5714

March 8, 1962

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering revision of signs and signing on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

This Order covers the revision of signs and signing of this project in accordance with the revised sheets submitted to you March 2, 1962.

This work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

FORM CD-121
(4-22-59)

UNITED GOVERNMENT

Memorandum

PARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 6, 1962

5714

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-5-1(9)44 Signing Changes
I-5-1(22)50
I-5-1(23)28
I-5-1(33)36

Mr. Morgan's letters, dated March 2, requested our approval of various changes in the contract signing on the subject projects. These changes were outlined on contract plan sheets attached to each submission.

This office concurs with the changes as outlined; however, the proposed changes suggested for Signs 10 and 13, plan sheet S 139, Project I-5-1(9)44, may present a confusing situation to a stranger in the area. It is recommended that this sign be changed to read " To US 99 " rather than " To Rogue R. Hwy ".

NOTED
R. L. POTTER

RECEIVED
MAR 5 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Signing Revisions
Grants Pass-Evans Creek Section
Pacific Highway
Project No. I-5-1(22)50

Dear Mr. Polk:

We are sending to you herewith revised detail sheets for the signing on this project. Your approval of these proposed changes is requested.

These changes have been discussed with Mr. Brooks of your office.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
encs.
cc: R. L. Porter
F. B. Crandall

RECEIVED
MAR 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
MAR 1 1962
FORM E-SOX—50M—9-61—30602
FOR FILING
5714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
February 26, 1962

SUBJECT: Additional Plans for Signing Revision
Grants Pass—Evans Creek Section
Pacific Highway No. 1 (I-5)
Contract Number 5714

To:

F. D. Morgan
Construction Engineer
B U I L D I N G

Attached are additional copies of the plans for the signing revisions, submitted on January 15, 1962, for the above named section. At the time these plans were originally submitted, they had received preliminary approval from the Bureau of Public Roads. They are being submitted to you at this time for transmittal to the Bureau for formal approval.

These revisions are to be made by Extra Work Order.

Original signed
F. B. Crandall

F. B. Crandall
Traffic Engineer

DrD:mgn
Attachment
cc: Tom Edwards

RECEIVED
FEB 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JAN 24 1962
FORM E-30X—30M—6-61—26808
FOR FILING
5714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1962

SUBJECT: Grants Pass-Evans Creek Sec.
Pacific Highway
Contract No. 5714

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

The attached copy of letter from F.B. Crandall dated January 15, 1962, regarding additions and revisions of signing on the above project is self-explanatory.

Six copies of the plans and drawings (S112, S113, S193, S1 and 8811-A) mentioned in the letter are also attached.

Will you please proceed, as requested, to make arrangements for installing these signs on an extra work order.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Field Construction Engineer

GLD:bjh

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
JAN 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1962
FOR FILING
5714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 15, 1962

SUBJECT: Additional Signing
Grants Pass-Evans Creek Section
Pacific Highway No. 1 (I5)
Contract No. 5714

To:

F. D. Morgan
Construction Engineer
B U I L D I N G

Additions and revisions of signing on the above named section should be made as shown on the attached plans (S112, S113, and S193). Work should be performed in accordance with the specifications and standard signing details for the original contract, with the exception that the attached drawing, S1, as revised October, 1961, showing a detail for locating freeway overcrossing signs, should be used for this extra work. Attached drawing, 8811-A, shows the method which should be used to strengthen and extend steel posts.

Any route shields moved from a horizontal mounting to a vertical mounting should have any existing mounting holes plugged and refinished. All exposed rivet holes from previous legend should be plugged and refinished. All "YIELD RIGHT OF WAY" signs should be covered.

All salvaged materials not used in this revision should be delivered to the Grants Pass maintenance shops or to a location designated by the engineer.

This work was approved by Mr. Edwards on January 2, 1962. Preliminary approval has also been given by the Bureau of Public Roads.

Will you make arrangements for installing these signs on an extra work order under the existing contract.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

MJDrngm
Attachment
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
JAN 18 1962
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

Additional Signing
Grants Pass - Evans Creek Section
Pacific Highway No. 1 (15)
Contract No. 5714

Cost Summary

Materials	$2520
Labor	630
Equipment Rental	420
Contractor's Percentage	630
	$4200

RECEIVED
NOV 28 1961
FOR FILING

5714

November 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering transportation of concrete sawing equipment on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

This order is to reinburse the contractor for transporting concrete saving equipment a maximum number of times from Richmond, California, for use on this project, under P.A. No. 3.

The order has been verbally approved by the BPR Division and Highway Engineers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

Enc.

RECEIVED
NOV 10 1961
FOR FILING
5714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 9, 1961
Salem, Oregon

SUBJECT: Air entrainment in concrete of subject project, Grants Pass-Evans Creek 617-1047, 1-5-1(22)50

To:
C. O. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Field tests being made of concrete at the mixer indicate a deficiency in air content from the minimum of 3 per cent specified in the contract agreement. Several test results have been as low as 2 per cent. I have no explanation to offer as the cement at the time of grinding passed our requirement as interground air entrained cement type IA.

Because of climatic history in this area I do not feel that there would be anything gained by requiring the contractor to add additional air-entrainment compounds at the mixer.

It is requested that your office modify the air-entrainment requirement for this job to a minimum of 1½ or 2 per cent.

G. W. Harra
G. W. HARRA
Engineer of Materials

c.c. Paxson
Edwards
Morgan

RECEIVED
NOV 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 1961
FOR FILING

5714

November 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering fill repair at the Evans Creek Bridge on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

The grading at the west end of the Evans Creek Bridge and bridge construction were done under other contracts. The backfill which was placed after completion of the bridge has consolidated leaving a void under the completed northbound pavement panel. Remedy will consist of pumping grout under this panel.

In order to avoid the same condition on the southbound lane it is proposed to excavate and refill with gravel the upper portion of the embankment.

This work has been verbally recommended for approval by the BPR Area Engineer. Due to the emergency nature of the work authorization has been given to proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
OCT 16 1961
FOR FILING
5714

When replying, refer to
08-25.4-DB

477 Cottage Street, N.E.
Salem, Oregon

October 3, 1961

Mr. F. D. Morgan, Division Engineer
Division 3,
Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon

Re: Record Samples
Grants Pass-Evans Creek Section
of the Pacific Highway
Oregon Project I-5-1(22)50

Dear Mr. Morgan:

Reference is made to Mr. Rulien's letter on the above subject.

Confirming Mr. Nichol's telephone conversation with Mr. Olson on October 2, 1961, Mr. Nichols will meet a representative from your office in the resident engineer's office in Grants Pass at 10:30 A.M., October 9th.

Very truly yours,

C. G. Polk
Division Engineer

Copy to Edwards

RECEIVED
OCT 4 1961
NOTED
STATE HIGHWAY ENGINEER
FOREST GROVE

RECEIVED
SEP 28 1961
FOR FILING

5714

September 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering the installation of 1½" electrical conduit on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

This work is necessary for future lighting. Base course surfacing has been placed and will need to be bladed from the areas, replaced and rolled.

The work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

RECEIVED
AUG 25 1961
FOR FILING

114

August 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering access for the Pacific Telephone and Telegraph Company on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

The Pacific Telephone and Telegraph Company holds an easement and access rights to the property purchased for highway right of way. The access is necessary for inspection and maintenance of the coaxial cable in the area shown on the accompanying sketch. The access road, drainage and locked gate satisfies the access.

This work has been verbally approved by the BPR District and Area Engineers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
JUN 7 1961
FOR FILING
I-5-1(22)50
5714

June 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the installation of 6" metal drain pipe and special backfill on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

It is necessary to install approximately 2,460 feet of 6 inch perforated metal drain pipe in cut slope ditches to intercept leakage from the Grants Pass Irrigation District main ditch. Water from the leakage has risen to the top of the subgrade and must be lowered.

Equipment rental rates will be in accordance with the State-ASE agreement. Contractor's percentage allowance will be in accordance with the Special Provisions of this contract.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
MAY 25 1961

FORM CD-121
(9-22-60)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

FOR FILING

I-5-1(22)50

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: May 24, 1961

5-114

C. G. Polk

FROM : C. G. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-1(22)50
Grants Pass-Evans Creek Section,
Pacific Highway

Reference is made to your letter of May 19, 1961 requesting our approval of a modification of the specification requirements relative to sand materials on the subject project.

We hereby approve modification of the sand specifications to permit use of materials which contain particles passing the No. 200 sieve of up to a maximum of 5 percent for the reason stated in your letter.

Edw
Porter

RECEIVED
MAY 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
MAY 5 1961
FOR FILING

I-5-1(22)50

5714

May 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the installation of 6" irrigation pipe on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

This work is necessary to re-establish the irrigation system for portions of the Iverson property. Two copies of the Staff Attorney's letter which establishes the obligation of the State to do this work are attached.

Due to the necessity of putting the irrigation system in use, approval was given to start the work April 25, 1961, as an emergency measure. The work has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure

DBP:cr

RECEIVED
APR 27 1961
FOR FILING
I-5-1(22)50
104

April 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the placing of rock inlay on slide area on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

This order covers the hauling and placing of a rock inlay on the previously excavated slide area at Station Ln 286+00. The rock material is to be obtained from the waste area.

At this point, the irrigation ditch is above the new roadbed. If the slide is not stabilized from below, there is danger of it extending to the irrigation ditch.

This work has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enclosure
DBP:cr

RECEIVED
MAY 5 1961
FOR FILING
I-5 1(22)30
3714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 25, 1961

SUBJECT: Grants Pass-Evans Creek
and
Evans Creek-Rock Point

To:
Mr Tom Edwards
Construction Engineer
Salem, Oregon

Attention: F B Klaboe

With regard to your letter concerning the complaints of the State Sanitary Authority about polution of the Rogue River by the operations of contractors, Houck, Evans Creek-Rock Point and Kiewit, Grants Pass-Evans Creek Sections, I wish to advise as follows:

A conference was held on Friday, April 21 between A L Chapman, resident engineer, Houck and Gerow regarding Mr Houck's operation on Footes Creek. As a result of this conference and in accordance with Mr. Gerow's instructions, Houck is widening the weir over which the water passes in leaving the settling basin from 10' to 50'. Mr Gerow had evidently been in contact with his Salem headquarters and his attitude had been modified to a point where he was very reasonable. The weir has been changed and Mr Houck should have their approval.

Nothing was said by Mr Gerow to the Kiewit Company and as that operation is almost complete, I do not believe that any action is called for there. It should be added that Kiewit's overflow at the Ulien Bar spills directly into the pool behind Savage Rapids Dam. I do not believe that any evidence of polution from this operation can be detected.

L R Chandler
Ass't Division Engineer

NOTED
P. M. STEPHENSON

LRC:by

Klaboe

c c Stephenson

CONSTRUCTION DIVISION
RECEIVED
APR 26 1961
NOTED-- CE AUG ACE COE

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APR 19 1961
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FOR FILING
I-5-1(22) 50
5714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1961

To: MEMO TO THE FILES

SUBJECT: Grants Pass-Evans Creek
and
Evans Creek-Rock Point

Mr. Stephenson, Assistant State Highway Engineer, called this date and stated that Mr. Curtis Everts, Director and State Sanitary Engineer, had contacted him concerning pollution of the Rogue River on the two jobs listed above. He stated that the local sanitary officer, Mr. Gerow, had complained to him that Kiewit and Houck, contractors for the jobs, were not cooperating toward the end of minimizing pollution.

The information was passed on to Assistant Division Engineer Chandler with instructions to make immediate investigation and determine what will be required.

With respect to the Kiewit job, we are indeed surprised. We have been working closely with both the Fish Commission and the Sanitarian. Both have apparently been satisfied. As a matter of fact, the Fish Commission people have actually commended us on the good job that has been done to date.

The Kiewit job has only a week to run before all the rock is crushed so will probably not become a big problem. However, the Houck operation on Foots Creek is just beginning. Mr. Chandler did state, though, that the water released from Houck's settling basins was cleaner than the creek water itself.

Mr. Chandler will submit an early report.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
P. M. Stephenson
F. D. Morgan

NOTED
FORREST COOPER

RECEIVED
APR 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1961
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

I-5-1(22)50

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: March 20, 1961

5714

FROM : C. E. Polk, Division Engineer
08-35.4-DB Salem, Oregon

SUBJECT: Oregon Project I-5-1(22)50
Grants Pass-Evans Creek Section, Pacific Highway

Reference is made to Mr. Harra's letter of March 16, 1961 relative to excessive material passing the No. 200 sieve in the coarse aggregate produced for concrete pavement on the subject project.

Mr. Harra states that the excessive fine material apparently has very little, if any, adverse affect on the quality of concrete obtained from the aggregate and recommends that the specification relative to the permissible percentage of material passing the No. 200 sieve be deleted from the specified requirements on this project.

We do not agree that the specification should be deleted as control of the materials should still be maintained. However, we hereby approve a modification of the specification permitting use of coarse aggregates with up to 2.5 percent of the material passing the No. 200 sieve.

Copy to Files
G. S. Paxson

RECEIVED
MAR 21 1961
OFFICE OF
STATE [illegible] ENGINEER

RECEIVED
MAR 21 1961
FOR FILING

RECEIVED
MAR 21 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Mar. 20, 1961

NOTED
W. C. WILLIAMS

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Salem, Oregon

SUBJECT: Complaint from
Mr. Burt Rutledge
Operator of Resort on
the Rogue River at Agness

I-5-1(24)
5714

As you know, for some time we have been accumulating information regarding a complaint from Mr. Burt Rutledge concerning the deposit of mud and silt into the Rogue River, in fact, Mr. Roy Edgerton is at the present time conducting silt sampling tests at various locations in the Rogue River above and below Grants Pass.

The complaint from Mr. Rutledge made it necessary for the State Highway Department to contact Peter Kiewit Sons' Company, contractors on the North Grants Pass-Evans Creek Section, Contract 5714, regarding the overflow from their waste and settling basin at their crushing plant on the said section. Please be advised that Peter Kiewit Company is cooperating in an attempt to relieve the silting problem.

I attach hereto copies of a letter from Mr. Rod B. Miller, Medford Area Manager for Peter Kiewit Sons' Company, together with a copy of a letter from the Oregon State Game Commission. This letter indicates that Peter Kiewit Company is cooperating to the best of their ability to alleviate this problem.

Attached also is a copy of another letter from Mr. Rod B. Miller, Medford Area Manager for Peter Kiewit Sons' Company, together with a copy of a letter from Mr. Robert Casey, City Manager of Grants Pass. This letter also indicates that Peter Kiewit Company is cooperating to the best of their ability with the city of Grants Pass in trying to keep the deposit of silt and mud in the Rogue River to a minimum.

I believe these two letters will help clarify your mind regarding steps which are being taken to clear this problem.

F. D. Morgan
Division Engineer

FDM:ds
encls.

RECEIVED
MAR 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

PETER KIEWIT SONS' CO.

CONTRACTORS

ESTABLISHED 1884

MAIN OFFICE: OMAHA, 2, NEBR.
1004 OMAHA NATL. BANK BLDG.

405 E. Main St.
Medford, Oregon

ADDRESS REPLY TO:

March 18, 1946

Mr. L. R. Chandler
Ass't. Div. Engineer, Div. III
Oregon State Highway Dept.
Roseburg, Oregon

Re: No. Grants Pass-Evans Creek
Section Contract #571

Dear Mr. Chandler:

We are enclosing two photostatic copies of a letter received from the State Game Commission concerning our washing operations at the Ullian Pit.

In the next to the last paragraph, Mr. Schneider suggests that we increase the surface elevation 24 inches. This has been done and we will continue to work closely with Mr. Cole Rivers, the local Game Commission representative.

We trust that this and the letter from Mr. Robert Casey are what you desired.

Very truly yours,

PETER KIEWIT SONS' CO.

R. B. Miller
Medford Area Manager

RBM/bj
cc
Encl: 2

PETER KIEWIT SONS' CO.

CONTRACTORS
ESTABLISHED 1884

MAIN OFFICE: OMAHA, NEBR.
1005 OMAHA NATL. BANK BLDG.

105 E. Main St.
Medford, Oreg.

ADDRESS REPLY TO:

March 14, 1951

Mr. T. R. Chandler
Ass't. Div. Engineer, Div. III
Oregon State Highway Dept.
Roseburg, Oregon

Re: No. Grants Pass-Evans Creek Sect.
Contract No. 5714

Dear Mr. Chandler:

In compliance with your verbal request we are enclosing four (4) copies of a letter received from the City Engineer of Grants Pass concerning our aggregate washing operations on the Rogue River.

We just today received a letter from the Fish and Game Commission and will send your office a copy as soon as we get duplicates made.

Very truly yours,

PETER KIEWIT SONS' CO.

R. B. Miller
Medford Area Manager

RBM/bj
cc
encl: 4

File.

C

RECEIVED
MAR 17 1961
FOR FILING

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8, OREGON

REFERRED TO
Cooper
By State Highway Engineer

March 13, 1961

Peter Kiewit Sons Company
Northwest Branch Office
405 East Main Street
Medford, Oregon

Gentlemen:

This letter is in response to your request for our views regarding the operation of the gravel borrow and washing operation between Savage Rapids Dam and the town of Rogue River.

Excessive silt loads have been created at various times in the main Rogue River channel. Specific instances are those of October 12-17, 1960 and January 26 to February 7, 1961. They have endangered aquatic life and have impaired the pursuit of the Rogue's popular fishery.

There are two effects of silt to be considered with respect to the Rogue fishery. One is that which limits the pursuit of the fishery. Sport fishermen desire almost clear water through the fall steelhead fishery in September, October and November. Slight turbidity can be tolerated in December, January and February while the winter steelhead season is in progress. Turbid water is not acceptable to the general fishing public, guides and resort owners.

More important is the second effect of silt, that which endangers survival of aquatic insects and incubation of salmon and steelhead eggs in the gravel. Critical limits are reached when the releases of wash water carry quantities of heavy material that settle on the bottom of the river and reduce the rate of percolation of water through gravel bars. This material of higher specific gravity may accompany that carried in semi-suspension which draws complaints from sport fishermen.

The two specific instances mentioned above produced both effects. When the wash water was passed through large settling basins, the

COPY

resulting water conditions were quite acceptable to fall steelhead fishermen.

Salmon season is from March 25 to June 30 with an extension to November 30 from Marial to Gold Beach. Trout season is from May 27 to October 1. Steelhead fishing starts about September 1 and stops at the close of the season on February 28.

Salmon and steelhead eggs are in the gravel from September through early June. Aquatic insects which are the important food for fish are present at all months of the year. Their ability to survive in face of silt loads is weakest in the spring months.

Settling-rate studies of wash material show that the heavy parts of the silt load are separated from suspended material in four to six hours. Your present settling basin might possibly produce adequate control for protection of fish life with an increase in depth, controlled turbulence, and surface release only. The surface elevation should be increased at least 24 inches above present operating level. There should be no alternate lowering and storage.

All precautionary measures should be exercised to protect the valuable Rogue River fishery. As conditions change and adjustments become necessary, we urge that you work directly with our Fishery Agent, Mr. Cole Rivers, at Grants Pass.

Very truly yours,

P. W. Schneider
Director

cc: Mark O. Hatfield, Governor
Oregon State Highway Commission
Sanitary Authority
J. W. Vaughn
Cole Rivers

RECEIVED
MAR 14 1961
OREGON
STATE HIGHWAY COMMISSION

TELEPHONE GR 6-6641 POST OFFICE BOX 771

CITY OF GRANTS PASS

CITY HALL ♦ FOURTH AND H STREETS

GRANTS PASS, OREGON

March 6, 1961

Mr. Rod Miller
Area Manager
Peter Kiewit Sons' Co.
Medford, Oregon

Dear Sir:

I am writing you this letter in response to your request of March 3, 1961. The problem of the Grants Pass City water plant, due to the overflow from the Gravel Plant washing operation, has in the past been negligible, due to the cooperation of Peter Kiewit Sons' Co. At our request the plant has been impounding its effluent and releasing it at hours which do not interfere with our intake operation. A recent phone call from the local Game Biologist, Mr. Cole Rivers, asked our cooperation in trying to treat the water from an improved impounding system, due to the fish damage which could result from the heavy surges necessary in an intermittent operation. This we agreed to do. We are not yet in a position to state that the continuous effluent removal will allow us to properly operate the municipal plant. If we find that the situation becomes intolerable we feel that a meeting of the parties concerned should be called.

Very truly yours,

Robert Casey

Robert Casey
City Engineer

RC/dz

cc: City Manager

RECEIVED
MAR 17 1961
COMMISSIONERS
FOR FILING

MEMBERS OF THE COMMISSION
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
March 16, 1961

C.G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Grants Pass - Evans Creek,
Contract 5714, F.A.
I-5-1(22)50

Dear Sir:

A condition now exists relative to the material produced for concrete aggregates on this job where I believe the waiver of an item in the general specifications should be made. This item is that which specifies a maximum in the coarse aggregate of 0.50 per cent by weight of material passing the 200 mesh sieve. The following is offered for your consideration.

At the start of crushing and screening operations for production of concrete aggregates, the sample submitted indicated an excess of residual pit fines. Test cylinders made from this material produced concrete in excess of 4000 psi at 28 days at a cement content of both 5.6 and 5.8 sacks per cubic yard. These strengths indicate that the excess fine material adhering to the coarse aggregate has no deleterious effect on the final quality. However, additional washing was requested which corrected the condition of excess fines. Numberous samples of both fine and coarse aggregates subsequently submitted for test indicated that clean suitable material was being produced. These samples were properly taken at the end of the conveyor by the Resident Engineer. Because of the quantities involved it was necessary to move the material from the surge pile to stockpile sites for later use. This was done by a dozer working over an aggregate mat which prevented contamination by any earthy material.

Samples taken from the stockpiles have been submitted to the Laboratory for test. The coarse aggregate was found to be coated with an appreciable amount of fine material which was not present prior to moving with the dozer. One sample had 2.1 per cent passing the #200 mesh sieve which is in excess of the amount permissible under the specifications.

NOTED
C. S. PAXSON

I believe this item of the specification should be deleted since the degraded material has not proven to be deleterious. Tests on these fines indicate the presence of plasticity within the limits set up for degraded material. The fines are easily washed from the surface and the crushed aggregate will wash clean in the mixer. Fine aggregate produced from this source and in the same operation has been clean. The geological nature of the aggregates shows the existance of some metamorphic material which will degrade under abrasive action such as the rolling and shoving in front of a dozer, but there has been no contamination because of the dozer operating from the ground.

Very truly yours,

G. W. HARRA
Engineer of Materials

c.c. G.S. Paxson
Tom Edwards

GWH:vs

RECEIVED
MAR 17 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1961
COMMISSIONERS

FOR FILES

RECEIVED, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-5 1(22)57
5714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 15, 1961

Peter Kiewit & Sons, Contractors
80 N. E. Oregon Street
Portland, Oregon

Gentlemen:

Tests have been run on Stimsonite reflector buttons proposed for use on the signing portion of Contract No. 5714, Grants Pass-Evans Creek Section of the Pacific Highway. There is attached one copy of our lab report in regard to tests on these buttons.

It will be noted that the sample of No. 8 buttons (1-1/4" diameter) show a much higher rate of failure than the two out of 50 allowed under the specifications.

The lot of No. 8 buttons from which these samples were taken is not acceptable for use on this project. It will be necessary that another lot be used and another sample of this size button taken and submitted for testing.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
Field Construction Engineer

Attach.
VPJ;pk/FBK:fp
cc W. C. Williams
G. S. Paxson
F. D. Morgan
G. W. Harra
F. B. Crandall

Foress Sign Co.
Box 687
Corvallis, Oregon

RECEIVED

RECEIVED
FEB 17 1961
FOR FILING

F-5-1(22)57
5114

February 16, 1961

Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon

Dear Governor Hatfield:

I have had an investigation made of the situation called to your attention by a letter dated February 6 from Burt Rutledge of Agness, which was attached to your letter of February 10 asking for information.

I find that the Peter Kiewit Sons' Company has been removing material from a bar in the Rogue River near the town of Rogue River and has constructed some settling basins in which to discharge muddy water and silt from its washing operation. A sudden flood on the Rogue River washed out these settling ponds releasing a substantial flow of mud and silt into the river which created the situation of which Mr. Rutledge is complaining. The contractor ceased operations and has informed us that it is his intention to comply fully with the laws and rules governing stream pollution and that before resuming his operation, he will reconstruct suitable settling basins and do every reasonable thing to avoid further muddying of the stream.

It is regrettable that this instance occurred; however, the contractor has indicated full co-operation to prevent any recurrence.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn
cc Mr. W. C. Williams

PLEASE RETURN TO
FORREST COOPER

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM

February 10, 1961

REFERRED TO
Cooper
By State Highway Engineer

Investigate and advise me.

Mr. W. C. Williams
State Highway Engineer
Highway Building
Salem, Oregon

Dear Dutch:

Enclosed is a copy of a letter from Mr. Burt Rutledge, operator of a resort on the Rogue River at Agness, together with my reply.

I would appreciate it if you would immediately ascertain the details of this particular situation, and if it is within your jurisdiction take whatever steps are necessary to correct it. It may be necessary to call upon the services of the State Sanitary Authority, or the Rogue River Coordination Board, and I am sure that each of these agencies will offer complete cooperation.

Sincerely,

Governor

MOH:ah
Encs.

NOTED
FORREST COOPER

RECEIVED
FEB 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM

February 10, 1961

Mr. Burt Rutledge
Schneider's Lodge
Agness, Oregon

Dear Mr. Rutledge:

We have appreciated the support of you and your associates in our position as concerns the Copper Canyon Dam proposal on the Lower Rogue River. We also appreciate your support of our endeavors to maintain and enhance our salmon and steelhead resources through protection of spawning areas.

The problem of siltation in the Rogue River has been brought to our attention by others concerned, and we have asked the Chairman of the Rogue River Coordination Board to look into these matters at once. As to the particular problem to which you refer, that of a gravel washing operation in connection with a State Highway project in the Central Point area, I am by copy of this letter requesting Mr. W. C. Williams, State Highway Engineer, to look into the matter and take such steps as are necessary to correct the situation.

Sincerely,

Governor

MDHish

cc: Mr. W. C. Williams

COPY

COPY

SCHNEIDER'S LODGE

Agness, Oregon

February 6, 1961

Honorable Mark Hatfield, Governor
State of Oregon
Salem, Oregon

Dear Sir,

On Dec. 27th, 1960, when Mr. Schneider and I attended the meeting of your Natural Resources Board, you in particular and the panel in general expressed considerable concern as to the exploiting of salmon and steelhead spawning beds in our streams. On this subject I wish to compliment you. In fact, you have the wholehearted support of everyone I talk to except those burdened with a defeatest complex.

However, at this particular time, and for the last week the Rogue River has been carrying considerable mud and silt even though it is at a seasonal low level. This condition is of considerable concern to us as the slow current of a low river does not carry the mud on through, but instead, deposits it on the gravel beds, thus sealing them off from the "spawners". It also kills the marine life so necessary for the downward migration of the fingerlings and frys.

It was a similar condition in the 30's when placer mining activities were in progress that almost completely wiped out the Rogue salmon, which have so slowly been building back up.

Calls from members of the clientel of this lodge and other information trickling in indicate the present condition is due to a State Highway project where road gravel is being washed inthe Central Point area.

We understand some settling ponds were established but were inadequate and broke into the main river, and to the best of our knowledge, no attempt was being made on Feb. 2nd to correct the situation.

The river has been contaminated by other than a natural cause to the extent we estimate the cancellation of accommodations for recreation in this area will be in excess of $5,000 unless immediate steps are taken to correct the situation.

I, in particular, am somewhat redfaced in lauding the activities at your meeting and then have a situation such as we have now which is sponsored by a state-owned project.

Would it be possible for one of your Resource Board to investigate the situation relative to some type of relief?

Yours very truly,

/S/ Burt Rutledge

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FOR FILING
1-5-1(22)50
5714

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the relocation of a telephone conduit on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

This work is necessary to remove a telephone conduit from construction area. The conduit was found in excavating for footings for the Foothills Boulevard Overcrossing. As an emergency measure to keep construction moving the relocation of the conduit has been started.

The work has been verbally approved by the BPR Bridge Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
Enc.

RECEIVED
AUG 24 1960
FOR FILING
I-5-1(22)50
5714

August 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering slide removal and miscellaneous grading work on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

A slide has occurred at Station 285+50 and must be cleared to continue construction. Other small slides have occurred at various locations.

The Project Authorization includes the amount of $2,500 for miscellaneous grading work, not included in the normal construction work. It is proposed to use this item to cover the slide removal covered by this order.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:sw

Enc.

RECEIVED
JUL - 7 1960

FOR FILING

FORM E-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-1(22)
20
5714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1960

Peter Kiewit Sons' Co.,
405 East Main Street
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5714, awarded June 2, 1960, for paving-structures-signing the Grants Pass-Evans Creek Section of Pacific Highway in Josephine-Jackson Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
JUL - 5 1960
FOR FILING

I-5-1(22)50
5714

July 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 29, 1960, on Contract No. 5714, Grants Pass-Evans Creek Section, in Josephine and Jackson Counties, in connection with Federal Aid Project No. I-5-1(22)50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
JUN 29 1960
FOR FILING

I-5-1(22)50

5714

A

June 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Grants Pass-Evans Creek Section of the Pacific Highway in Josephine and Jackson Counties, Contract No. 5714, in connection with Federal Aid Project No. I-5-1(22)50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

Entered 5714 6-24-60

RECEIVED
JUN 17 1960
FOR FILING

Form -2 (9-1 .7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Jackson and Jo.

Project No.: I-5-1(22)50

Project Report No.: F 5-1 5(22)50

5714

FEDERAL-AID PROJECT AGREEMENT

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

U.S. 99 Grants Pass to Evans Creek
(Grants Pass-Evans Creek Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-10-60	9.1
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 2,631,348	$ 2,419,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer June 24, 1960

USComm-DC 40257

June 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Grants Pass-Evans Creek Section, Project No. I-5-1(22)50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Asst. Office Engineer

RNC:sw

Encl.

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Grants Pass-Evans Creek Section, Project No. I-5-1(22)50.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

Oregon State Highway Department

Federal Aid
Project No. I-5-1(22)50

GRANTS PASS-EVANS CREEK SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE AND JACKSON COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 10, 1960

Type Code 7221
Roadway (Sta. 1205+67 thru conn. 1217+02.98-42+60.02 to Sta. 510+00)
(Contract No. 5714)

Drainage Excavation, Unclassified	1,090 cu. yds.	$3.50	$ 3,815.00
12-inch Concrete Pipe	80 lin. ft.	2.00	160.00
6-inch Perforated Rigid-Type Drain Pipe	3,200 lin. ft.	1.00	3,200.00
Special Backfill in Drains	960 cu. yds.	2.00	1,920.00
Concrete Inlets, Type "D"	2 only	120.00	240.00
Concrete Curbs	4 cu. yds.	55.00	220.00
Salvaging and Reinstalling Guard Rail	115 lin. ft.	1.00	115.00
Metal Guard Rail	55,000 lin. ft.	2.30	126,500.00
Metal Median Barrier	28,500 lin. ft.	3.60	102,600.00
Guide Posts, Type W-1	470 only	6.00	2,820.00
Guide Posts, Type Y-2	140 only	7.00	980.00
Guide Posts, Type Y-3	4 only	7.50	30.00
Coarse Crushed Material in Base	237,800 tons	0.95	225,910.00
3/4" - 0 Material in Base	24,700 tons	1.20	29,640.00
Sprinkling	4,700 M-gal.	2.00	9,400.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	190 cu. yds.	2.50	475.00
Furnishing and Placing Aggregates	650 cu. yds.	3.00	1,950.00
RC-3 Asphalt	30 tons	50.00	1,500.00
120-150 Asphalt	50 tons	47.00	2,350.00
RC-1 Asphalt	16 tons	50.00	800.00
Asphaltic Concrete Mixture	20,300 tons	3.15	63,945.00
Asphalt in Mixture	1,120 tons	38.00	42,560.00
Asphaltic Concrete Traffic Markers	800 lin. ft.	1.00	800.00
8-inch Portland Cement Concrete Pavement	250,000 sq. yds.	3.03	757,500.00
3/4-inch Expansion Joints	800 lin. ft.	1.00	800.00
Contraction Joints	37,000 lin. ft.	0.05	1,850.00
Dowel Bars	38,000 only	0.45	17,100.00
Tie Bars and Bar Reinforcement	205,000 lbs.	0.11	22,550.00
Wire Fabric Reinforcement	250,000 sq. yds.	0.58	145,000.00
3/8" - 0 Material in Cushion Course	9,300 tons	1.35	12,555.00
Removal of Existing Sign Installation	All Required		100.00
49-foot Sign Bridge	All Required		10,000.00
Furnish 8" BP 36# Steel Piling	466 lin. ft.	4.00	1,864.00
Drive Steel Piles	26 only	40.00	1,040.00
Metal Sign Posts	All Required		1,800.00
Wood Sign Posts	All Required		1,500.00

Type "A" Signs in Place	1,769 sq. ft.	$6.50	$ 11,498.50
Type "C" and "D" Signs in Place	644 sq. ft.	3.25	2,093.00
Type "E", "F" and "G" Signs in Place	120 sq. ft.	3.25	390.00
Type "J" Signs in Place	43 sq. ft.	10.00	430.00
			$1,611,000.50
Miscellaneous Excavation	All Required		2,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$1,614,500.50
	10% Engr. & Cont.		161,457.50
	Total		$1,776,038.00

Type Code X221
Roscoe Drive O'xing (Br. No. 8339)(Sta. 88+02 to Sta. 90+79.50)(Contract No. 5714)

Shoring, Cribbing, Etc.	All Required (20%)		$ 1,520.00
Structural Excavation	660 cu. yds.	$5.00	3,300.00
Structural Excavation Below Elevation Shown	60 cu. yds.	10.00	600.00
Furnish 10" BP 42# Steel Piling	550 lin. ft.	5.00	2,750.00
Drive Steel Piles	23 only	40.00	920.00
Splice Steel Piles	5 only	30.00	150.00
Class "A" Concrete (1,767 Cu.Yds.)	All Required (25%)		113,000.00
Metal Reinforcement(483,000 Lbs.)	All Required (25%)		64,000.00
Metal Parapet Rail	560 lin. ft.	6.00	3,360.00
8-inch Metal Drain Pipe	110 lin. ft.	3.00	330.00
8-inch Standard Steel Pipe	130 lin. ft.	14.00	1,820.00
			$191,750.00

Type Code X221
E. Grants Pass Interchange (Br. No. 8341)(Sta. 155+45 to Sta. 158+80)
(Contract No. 5714)

Shoring, Cribbing, Etc.	All Required (20%)		$ 1,520.00
Structural Excavation	730 cu. yds.	$5.00	3,650.00
Structural Excavation Below Elevation Shown	70 cu. yds.	10.00	700.00
Furnish 10" BP 42# Steel Piling	980 lin. ft.	5.00	4,900.00
Drive Steel Piles	33 only	40.00	1,320.00
Class "A" Concrete (2,315 cu.yds.)	All Required (32%)		144,640.00
Metal Reinforcement (557,300 lbs.)	All Required (30%)		76,900.00
Metal Parapet Rail	660 lin. ft.	6.00	3,960.00
8-inch Metal Drain Pipe	80 lin. ft.	3.00	240.00
6-inch Standard Steel Pipe	75 lin. ft.	10.00	750.00
			$238,480.00

Type Code X221
Foothills Blvd. O'xing (Br. No. 8333)(Sta. 176+04 to Sta. 178+08)
(Contract No. 5714)

Shoring, Cribbing, Etc.	All Required (15%)		$ 1,140.00
Structural Excavation	350 cu. yds.	$5.00	1,750.00
Structural Excavation Below Elevation Shown	30 cu. yds.	10.00	300.00
Furnish 10" BP 42# Steel Piling	575 lin. ft.	5.00	2,875.00
Drive Steel Piles	20 only	40.00	800.00

Splice Steel Piles	5 only	$30.00	$ 150.00
Class "A" Concrete (1,137 Cu.Yds.)	All Required (15%)		67,800.00
Metal Reinforcement(345,000 Lbs.)	All Required (18%)		46,080.00
Metal Parapet Rail	420 lin. ft.	6.00	2,520.00
Concrete Slab Riprap	1,280 sq. yds.	9.00	11,520.00
8-inch Metal Drain Pipe	160 lin. ft.	3.00	480.00
			$135,415.00

Type Code X221
Foothills Blvd. O'xing (Br. No. 8335)(Sta. 244+24.47 to Sta. 247+65.47)
(Contract No. 5714)

Shoring, Cribbing, Etc.	All Required (45%)		$ 3,420.00
Structural Excavation	480 cu. yds.	$5.00	2,400.00
Structural Excavation Below Elevation Shown	40 cu. yds.	10.00	400.00
Furnish 10" BP 42# Steel Piling	940 lin. ft.	5.00	4,700.00
Drive Steel Piles	21 only	40.00	840.00
Splice Steel Piles	5 only	30.00	150.00
Class "A" Concrete (2,000 Cu.Yds.)	All Required (28%)		126,560.00
Metal Reinforcement(512,000 Lbs.)	All Required (27%)		69,120.00
Metal Parapet Rail	690 lin. ft.	6.00	4,140.00
8-inch Metal Drain Pipe	60 lin. ft.	3.00	180.00
			$211,910.00

Subtotal	$777,555.00
10% Engr. & Cont.	77,755.00
Total	$855,310.00

Length of Roadway - - - - - - -	8.650 Miles
Length of 4 Structures- - - -	0.219 Mile
Length of 3 Structures- - - -	0.198 Mile (Exception)
Total Length- - - - - - - - - -	9.067 Miles
Cost of Roadway Per Mile- - -	$205,322.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,776,038.00	$1,633,000.00	$143,038.00
Structures	855,310.00	786,000.00	69,310.00
	$2,631,348.00	$2,419,000.00	$212,348.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(22)50

GRANTS PASS-EVANS CREEK SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE AND JACKSON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 3, 1960

Type Code 7221
Roadway (Sta. 1205+67 thru Equa. 1217+02.98 = 42+60.02 to Sta. 510+00)

Drainage Excavation, Unclassified	1,090	cu. yds.	3.00	$ 3,270.00
12-inch Concrete Pipe	80	lin. ft.	2.50	200.00
6-inch Perforated Rigid-Type-Drain Pipe	3,280	lin. ft.	2.00	6,560.00
Special Backfill in Drains	960	lin. ft.	6.00	5,760.00
Concrete Inlets, Type "D"	2	only	90.00	180.00
Concrete Curbs	4	cu. yds.	60.00	240.00
Salvaging and Reinstalling Guard Rail	115	lin. ft.	1.50	172.50
Metal Guard Rail	55,000	lin. ft.	2.40	132,000.00
Metal Median Barrier	28,500	lin. ft.	3.50	99,750.00
Guide Posts, Type W-1	470	only	6.00	2,820.00
Guide Posts, Type Y-2	140	only	7.00	980.00
Guide Posts, Type Y-3	4	only	8.00	32.00
Coarse Crushed Material in Base	237,800	tons	1.25	297,250.00
3/4" - 0 Material in Base	24,700	tons	1.35	33,345.00
Sprinkling	4,700	M-gal.	2.50	11,750.00
Preparation of Base	All	Required		15,000.00
3/4" - 0 Material in Bender Course	190	cu. yds.	3.00	570.00
Furnishing and Placing Aggregates	650	cu. yds.	3.25	2,112.50
RC-3 Asphalt	30	tons	48.00	1,440.00
120-150 Asphalt	50	tons	46.00	2,300.00
RS-1 Asphalt	16	tons	48.00	768.00
Asphaltic Concrete Mixture	20,300	tons	3.00	60,900.00
Asphaltic in Mixture	1,120	tons	36.00	40,320.00
Asphaltic Concrete Traffic Markers	800	lin. ft.	1.00	800.00
8-inch Portland Cement Concrete Pavement	250,000	sq. yds.	3.35	837,500.00
3/4"-Inch Expansion Joints	800	lin. ft.	0.50	400.00
Contraction Joints	37,000	lin. ft.	0.10	3,700.00
Dowel Bars	38,000	only	0.50	19,000.00
Tie Bars and Bar Reinforcement	205,000	lbs.	0.12	24,600.00
Wire Fabric Reinforcement	250,000	sq. yds.	0.70	175,000.00
3/4" - 0 Material in Cushion Course	9,300	tons	1.50	13,950.00
Removal of Existing Signs Installation	All	Required		250.00
49 foot Sign Bridge	All	Required		5,250.00
Furnish 8" BP 36# Steel Piling	466	lin. ft.	6.50	3,029.00
Drive Steel Piles	26	only	80.00	2,080.00
Metal Sign Posts	All	Required		1,880.00
Wood Sign Posts	All	Required		2,100.00
Type "A" Signs in Place	1,769	sq. ft.	8.10	14,328.90
Type "C" & "D" Signs in Place	644	sq. ft.	5.25	3,381.00

Type "F", "P" & "G" Signs in Place	120 sq. ft.	5.75	690.00
Type "J" Signs in Place	43 sq. ft.	8.00	344.00
			$1,826,002.90
Clagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$1,827,002.90
	10% Engr. & Cont.		182,700.10
	Total		$2,009,703.00

Type Code X221
Beacon Drive O'Xing (Br. #8339)(Sta. 87+70.71 to Sta. 91+28+29)

Shoring, Cribbing Etc.	All Required (20%)		1,600.00
Structural Excavation	660 cu. yds.	7.00	4,620.00
Structural Excavation Below Elevation Shown	60 cu. yds.	12.00	720.00
Furnish 10" BP 42# Steel Piling	550 lin. ft.	5.00	2,750.00
Drive Steel Piles	23 only	55.00	1,265.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (1,767 cu. yds. at $65.00)	All Required		114,855.00
Metal Reinforcement (483,000 lbs at $0.125)	All Required		60,375.00
Metal Parapet Rail	560 lin. ft.	6.00	3,360.00
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
8-inch Standard Steel Pipe	130 lin. ft.	9.00	1,170.00
			$ 191,355.00

Type Code X221
E. Grants Pass Interchange (Br. #8341)(Sta. 155+45 to Sta. 158+80)

Shoring, Cribbing Etc.	All Required (20%)		1,600.00
Structural Excavation	730 cu. yds.	7.00	5,110.00
Structural Excavation Below Elevation Shown	70 cu. yds.	12.00	840.00
Furnish 10" BP 42# Steel Piling	980 lin. ft.	5.00	4,900.00
Drive Steel Piles	33 only	55.00	1,815.00
Class "A" Concrete (2,315 cu. yds. at $65.00)	All Required		150,475.00
Metal Reinforcement (557,300 at $0.125)	All Required		69,662.50
Metal Parapet Rail	660 lin. ft.	6.00	3,960.00
Concrete Slab Riprap	500 sq. yds.	7.00	3,500.00
8-inch Metal Drain Pipe	80 lin. ft.	4.00	320.00
6-inch Standard Stell Pipe	75 lin. ft.	8.00	600.00
			$ 242,782.50

Type Code X221
Foothills Blvd O'Xing (Br. #8333)(Sta. 176+04 to Sta. 178+08)

Shoring, Cribbing Etc.	All Required (15%)		1,200.00
Structural Excavation	350 cu. yds.	7.00	2,450.00
Structural Excavation Below Elevation Shown	30 cu. yds.	12.00	360.00
Furnish 10" BP 42# Steel Piling	575 lin. ft.	5.00	2,875.00
Drive Steel Piles	20 only	55.00	1,100.00
Splice Stell Piles	5 only	40.00	200.00
Class "A" Concrete (1,137 cu. yds at $65.00)	All Required		73,905.00

Metal Reinforcement (345,000 lbs. at $0.125)	All Required		$ 43,125.00
Metal Parapet Rail	420 lin. ft.	6.00	2,520.00
Concrete Slab Riprap	1,280 sq. yds.	7.00	8,960.00
8-inch Metal Drain Pipe	160 lin. ft.	4.00	640.00
			$ 137,335.00

Type Code X221
Foothills Blvd O'Xing (Br. #8335)(Sta. 244+24.47 to Sta. 247+65.47)

Shoring, Cribbing Etc.	All Required (45%)		$ 3,600.00
Structural Excavation	480 cu. yds.	7.00	3,360.00
Structural Excavation Below Elevation Shown	40 cu. yds.	12.00	480.00
Furnish 10" BP 42# Steel Piling	940 lin. ft.	5.00	4,700.00
Drive Steel Piles	21 only	55.00	1,155.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (2,000 cu. yds. at $65.00)	All Required		130,000.00
Metal Reinforcement (512,000 lbs. at $0.125)	All Required		64,000.00
Metal Parapet Rail	690 lin. ft.	6.00	4,140.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 211,875.00

Subtotal	$ 783,347.50
10% Engr. & Cont.	78,334.50
Total	$ 861,682.00

Length of Roadway.	8.634 Miles
Length 6 Structures.	0.303 Miles
Length of 1 Structure.	0.130 Mile (Exception)
Total Length	9.067 Miles
Cost of Roadway Per Mile.	$232,766.15

Summary of Funds

Description			
Roadway	$2,009,703.00	$1,848,000.00	$161,703.00
Structures	861,682.00	792,000.00	69,682.00
	$2,871,385.00	$2,640,000.00	$231,385.00

Metal Reinforcement (345,000 lbs. at $0.125)	All Required		$ 43,125.00
Metal Parapet Rail	420 lin. ft.	6.00	2,520.00
Concrete Slab Riprap	1,280 sq. yds.	7.00	8,960.00
8-inch Metal Drain Pipe	160 lin. ft.	4.00	640.00
			$ 137,335.00

Type Code X221
Foothills Blvd O'Xing (Br. #8335)(Sta. 244+24.47 to Sta. 247+65.47)

Shoring, Cribbing Etc.	All Required (45%)		$ 3,600.00
Structural Excavation	480 cu. yds.	7.00	3,360.00
Structural Excavation Below Elevation Shown	40 cu. yds.	12.00	480.00
Furnish 10" BP 42# Steel Piling	940 lin. ft.	5.00	4,700.00
Drive Steel Piles	21 only	55.00	1,155.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (2,000 cu. yds. at $65.00)	All Required		130,000.00
Metal Reinforcement (512,000 lbs. at $0.125)	All Required		64,000.00
Metal Parapet Rail	690 lin. ft.	6.00	4,140.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 211,875.00

Subtotal	$ 783,347.50
10% Engr. & Cont.	78,334.50
Total	$ 861,682.00

Length of Roadway.	8.634 Miles
Length 6 Structures.	0.303 Miles
Length of 1 Structure.	0.130 Mile (Exception)
Total Length	9.067 Miles
Cost of Roadway Per Mile.	$232,766.15

Summary of Funds

Description			
Roadway	$2,009,703.00	$1,848,000.00	$161,703.00
Structures	861,682.00	792,000.00	69,682.00
	$2,871,385.00	$2,640,000.00	$231,385.00

Metal Reinforcement (345,000 lbs. at $0.125)	All Required		$ 43,125.00
Metal Parapet Rail	420 lin. ft.	6.00	2,520.00
Concrete Slab Riprap	1,280 sq. yds.	7.00	8,960.00
8-inch Metal Drain Pipe	160 lin. ft.	4.00	640.00
			$ 137,335.00

Type Code X221
Foothills Blvd O'Xing (Br. #8335)(Sta. 244+24.47 to Sta. 247+65.47)

Shoring, Cribbing Etc.	All Required (45%)		$ 3,600.00
Structural Excavation	480 cu. yds.	7.00	3,360.00
Structural Excavation Below Elevation Shown	40 cu. yds.	12.00	480.00
Furnish 10" BP 42# Steel Piling	940 lin. ft.	5.00	4,700.00
Drive Steel Piles	21 only	55.00	1,155.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (2,000 cu. yds. at $65.00)	All Required		130,000.00
Metal Reinforcement (512,000 lbs. at $0.125)	All Required		64,000.00
Metal Parapet Rail	690 lin. ft.	6.00	4,140.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 211,875.00

Subtotal	$ 783,347.50
10% Engr. & Cont.	78,334.50
Total	$ 861,682.00

Length of Roadway.	8.634 Miles
Length 6 Structures.	0.303 Miles
Length of 1 Structure.	0.130 Mile (Exception)
Total Length	9.067 Miles
Cost of Roadway Per Mile.	$232,766.15

Summary of Funds

Description			
Roadway	$2,009,703.00	$1,848,000.00	$161,703.00
Structures	861,682.00	792,000.00	69,682.00
	$2,871,385.00	$2,640,000.00	$231,385.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(22)50

GRANTS PASS-EVANS CREEK SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE AND JACKSON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 5, 1960

Type Code 7221
Roadway (Sta. 1205+67 thru equa. 1217+02.98=42+60.02 to Sta. 510+00)

Drainage Excavation, Unclassified	1,090	cu. yds.	$3.00	$ 3,270.00
12-inch Concrete Pipe	80	lin. ft.	2.50	200.00
6-inch Perforated Rigid-Type Drain Pipe	3,280	lin. ft.	2.00	6,560.00
Special Backfill in Drains	960	lin. ft.	6.00	5,760.00
Concrete Inlets, Type "D"	2	only	90.00	180.00
Concrete Curbs	4	cu. yds.	60.00	240.00
Salvaging and Reinstalling Guard Rail	115	lin. ft.	1.50	172.50
Metal Guard Rail	55,000	lin. ft.	2.40	132,000.00
Metal Median Barrier	28,500	lin. ft.	3.50	99,750.00
Guide Posts, Type W-1	470	only	6.00	2,820.00
Guide Posts, Type Y-2	140	only	7.00	980.00
Guide Posts, Type Y-3	4	only	8.00	32.00
Coarse Crushed Material in Base	237,800	tons	1.25	297,250.00
3/4" - 0 Material in Base	24,700	tons	1.35	33,345.00
Sprinkling	4,700	M-gal.	2.50	11,750.00
Preparation of Base	All	Required		15,000.00
3/4" - 0 Material in Binder Course	190	cu. yds.	3.00	570.00
Furnishing and Placing Aggregates	650	cu. yds.	3.25	2,112.50
RC-3 Asphalt	30	tons	48.00	1,440.00
120-150 Asphalt	50	tons	46.00	2,300.00
RS-1 Asphalt	16	tons	48.00	768.00
Asphaltic Concrete Mixture	20,300	tons	3.00	60,900.00
Asphalt in Mixture	1,120	tons	36.00	40,320.00
Asphaltic Concrete Traffic Markers	800	lin. ft.	1.00	800.00
8-inch Portland Cement Concrete Pavement	250,000	sq. yds.	3.35	837,500.00
3/4-inch Expansion Joints	800	lin. ft.	0.50	400.00
Contraction Joints	37,000	lin. ft.	0.10	3,700.00
Dowel Bars	38,000	only	0.50	19,000.00
Tie Bars and Bar Reinforcement	205,000	lbs.	0.12	24,600.00
Wire Fabric Reinforcement	250,000	sq. yds.	0.70	175,000.00
3/8" ~~3/4"~~ - 0 Material in Cushion Course	9,300	tons	1.50	13,950.00
Removal of Existing Sign Installations	All	Required		250.00
49-foot Sign Bridge	All	Required		5,250.00
Furnish 8" BP 36# Steel Piling	466	lin. ft.	6.50	3,029.00
Drive Steel Piles	26	only	80.00	2,080.00
Metal Sign Posts	All	Required		1,880.00
Wood Sign Posts	All	Required		2,100.00
Type "A" Signs in Place	1,769	sq. ft.	8.10	14,328.90
Type "C" and "D" Signs in Place	644	sq. ft.	5.25	3,381.00

Type "E", "F" and "G" Signs in Place	120 sq. ft.	$5.75	$ 690.00
Type "J" Signs in Place	43 sq. ft.	8.00	344.00
			$1,826,002.90
Miscellaneous.			
~~Bridge End Embankments~~	All Required		2,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$1,829,502.90
	10% Engr. & Cont.		182,950.10
	Total		$2,012,453.00

Type Code X221
Beacon Drive O'xing (Br. #8339)(Sta. 87+70.71 to Sta. 91+28.29)

Shoring, Cribbing, Etc.	All Required (20%)		$ 1,600.00
Structural Excavation	660 cu. yds.	$7.00	4,620.00
Structural Excavation Below Elevation Shown	60 cu. yds.	12.00	720.00
Furnish 10" BP 42# Steel Piling	550 lin. ft.	5.00	2,750.00
Drive Steel Piles	23 only	55.00	1,265.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (1,767 Cu.Yds. at $65.00)	All Required		114,855.00
Metal Reinforcement (483,000 Lbs. at $0.125)	All Required		60,375.00
Metal Parapet Rail	560 lin. ft.	6.00	3,360.00
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
8-inch Standard Steel Pipe	130 lin. ft.	9.00	1,170.00
			$ 191,355.00

Type Code X221
E. Grants Pass Interchange (Br. #8341)(Sta. 155+45 to Sta. 158+80)

Shoring, Cribbing, Etc.	All Required (20%)		$ 1,600.00
Structural Excavation	730 cu. yds.	$7.00	5,110.00
Structural Excavation Below Elevation Shown	70 cu. yds.	12.00	840.00
Furnish 10" BP 42# Steel Piling	980 lin. ft.	5.00	4,900.00
Drive Steel Piles	33 only	55.00	1,815.00
Class "A" Concrete (2,315 Cu.Yds. at $65.00)	All Required		150,475.00
Metal Reinforcement (557,300 at $0.125)	All Required		69,662.50
Metal Parapet Rail	660 lin. ft.	6.00	3,960.00
Concrete Slab Riprap	500 sq. yds.	7.00	3,500.00
8-inch Metal Drain Pipe	80 lin. ft.	4.00	320.00
6-inch Standard Steel Pipe	75 lin. ft.	8.00	600.00
			$ 242,782.50

Type Code X221
Foothills Blvd. O'xing (Br. #8333)(Sta. 176+04 to Sta. 178+08)

Shoring, Cribbing, Etc.	All Required (15%)		$ 1,200.00
Structural Excavation	350 cu. yds.	$7.00	2,450.00
Structural Excavation Below Elevation Shown	30 cu. yds.	12.00	360.00
Furnish 10" BP 42# Steel Piling	575 lin. ft.	5.00	2,875.00
Drive Steel Piles	20 only	55.00	1,100.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (1,137 Cu.Yds. at $65.00)	All Required		73,905.00
Metal Reinforcement (345,000 Lbs. at $0.125)	All Required		43,125.00
Metal Parapet Rail	420 lin. ft.	6.00	2,520.00
Concrete Slab Riprap	1,280 sq. yds.	7.00	8,960.00
8-inch Metal Drain Pipe	160 lin. ft.	4.00	640.00
			$ 137,335.00

Type Code X221
Foothills Blvd. O'xing (Br. #8335)(Sta. 244+24.47 to Sta. 247+65.47)

Shoring, Cribbing, Etc.	All Required (45%)		$ 3,600.00
Structural Excavation	480 cu. yds.	$7.00	3,360.00
Structural Excavation Below Elevation Shown	40 cu. yds.	12.00	480.00
Furnish 10" BP 42# Steel Piling	940 lin. ft.	5.00	4,700.00
Drive Steel Piles	21 only	55.00	1,155.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (2,000 Cu.Yds. at $65.00)	All Required		130,000.00
Metal Reinforcement (512,000 Lbs. at $0.125)	All Required		64,000.00
Metal Parapet Rail	690 lin. ft.	6.00	4,140.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 211,875.00

Subtotal	$ 783,347.50
10% Engr. & Cont.	78,334.50
Total	$ 861,682.00

Length of Roadway - - - - - - - 8.634 Miles
Length of 6 Structures- - - - 0.303 Mile
Length of 1 Structure - - - - 0.130 Mile (Exception)
Total Length- - - - - - - - - 9.067 Miles
Cost of Roadway Per Mile- - - $233,084.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,012,453.00	$1,848,000.00	$164,453.00
Structures	861,682.00	792,000.00	69,682.00
	$2,874,135.00	$2,640,000.00	$234,135.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(22)50

GRANTS PASS-EVANS CREEK SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE AND JACKSON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 5, 1960

Type Code 7221
Roadway (Sta. 1205+67 thru Equa. 1217+02.98=42+60.02 to Sta. 510+00)

Drainage Excavation, Unclassified	1,090	cu. yds.	$ 3.00	$ 3,270.00
12-inch Concrete Pipe	80	lin. ft.	2.50	200.00
6-inch Perforated Rigid-Type Drain Pipe	3,200	lin. ft.	2.00	6,560.00
Special Backfill in Drains	960	cu. yds.	6.00	5,760.00
Concrete Inlets, Type "D"	2	only	90.00	180.00
Concrete Curbs	4	cu. yds.	60.00	240.00
Salvaging and Reinstalling Guard Rail	115	lin. ft.	1.50	172.50
Metal Guard Rail	55,000	lin. ft.	2.40	132,000.00
Metal Median Barrier	28,500	lin. ft.	3.50	99,750.00
Guide Posts, Type Y-1	470	only	6.00	2,820.00
Guide Posts, Type Y-2	140	only	7.00	980.00
Guide Posts, Type Y-3	4	only	8.00	32.00
Coarse Crushed Material in Base	237,800	tons	1.25	297,250.00
3/4" - 0 Material in Base	24,700	tons	1.35	33,345.00
Sprinkling	4,700	M-gal.	2.50	11,750.00
Preparation of Base	All	Required		15,000.00
3/4" - 0 Material in Binder Course	190	cu. yds.	3.00	570.00
Furnishing and Placing Aggregates	650	cu. yds.	3.25	2,112.50
RC-3 Asphalt	30	tons	48.00	1,440.00
120-150 Asphalt	50	tons	46.00	2,300.00
RS-1 Asphalt	16	tons	48.00	768.00
Asphaltic Concrete Mixture	20,300	tons	3.00	60,900.00
Asphalt in Mixture	1,120	tons	36.00	40,320.00
Asphaltic Concrete Traffic Markers	800	lin. ft.	1.00	800.00
8-inch Portland Cement Concrete Pavement	250,000	sq. yds.	3.35	837,500.00
3/4" - inch Expansion Joints	800	lin. ft.	0.50	400.00
Contraction Joints	37,000	lin. ft.	0.10	3,700.00
Dowel Bars	38,000	only	0.50	19,000.00
Tie Bars and Bar Reinforcement	205,000	lbs.	0.12	24,600.00
Wire Fabric Reinforcement	250,000	sq. yds.	0.70	175,000.00
3/8" - 0 Material in Cushion Course	9,300	tons	1.50	13,950.00
Removal of Existing Signs Installation	All	Required		250.00
49-foot Sign Bridge	All	Required		5,250.00
Furnish 8" BP 36# Steel Piling	466	lin. ft.	6.50	3,029.00
Drive Steel Piles	26	only	80.00	2,080.00
Metal Sign Posts	All	Required		1,880.00
Wood Sign Posts	All	Required		2,100.00
Type "A" Signs in Place	1,769	sq. ft.	8.10	14,328.90

Type "C" & "D" Signs in Place	644 sq. ft.	$ 5.25	$ 3,381.00
Type "E", "F" & "G" Signs in Place	120 sq. ft.	5.75	690.00
Type "J" Signs in Place	43 sq. ft.	8.00	344.00
			$1,826,002.90
Miscellaneous Excavation	All Required		2,500.00
Flagging (57½ of Contractor's Cost)	All Required		1,000.00
	Subtotal		$1,829,502.90
	10% Engr. & Cont.		182,950.10
	Total		$2,012,453.00

Type Code X221
Beacon Drive O'xing (Br. #8339)(Sta. 88+02 to Sta. 90+79.50)

Shoring, Cribbing, etc.	All Required (20%)		$ 11,600.00
Structural Excavation	660 cu. yds.	$ 7.00	4,620.00
Structural Excavation Below Elevation Shown	60 cu. yds.	12.00	720.00
Furnish 10" BP 42# Steel Piling	550 lin. ft.	5.00	2,750.00
Drive Steel Piles	23 only	55.00	1,265.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (1,767 cu.yds. at $65.00)	All Required		114,855.00
Metal Reinforcement (483,000 lbs. at $0.125)	All Required		60,375.00
Metal Parapet Rail	560 lin. ft.	6.00	3,360.00
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
8-inch Standard Steel Pipe	130 lin. ft.	9.00	1,170.00
			$ 191,355.00

Type Code X221
E. Grants Pass Interchange (Br. #8341)(Sta. 155+45 to Sta. 158+80)

Shoring, Cribbing, etc.	All Required (20%)		$ 1,600.00
Structural Excavation	730 cu. yds.	$ 7.00	5,110.00
Structural Excavation Below Elevation Shown	70 cu. yds.	12.00	840.00
Furnish 10" BP 42# Steel Piling	980 lin. ft.	5.00	4,900.00
Drive Steel Piles	33 only	55.00	1,815.00
Class "A" Concrete (2,315 cu.yds. at $65.00)	All Required		150,475.00
Metal Reinforcement (557,300 at $0.125)	All Required		69,662.50
Metal Parapet Rail	660 lin. ft.	6.00	3,960.00
Concrete Slab Riprap	500 sq. yds.	7.00	3,500.00
8-inch Metal Drain Pipe	80 lin. ft.	4.00	320.00
6-inch Standard Steel Pipe	75 lin. ft.	8.00	600.00
			$ 242,782.50

Type Code X221
Foothills Blvd. O'xing (Br. #8333)(Sta. 176+04 to Sta. 178+08)

Shoring, Cribbing, etc.	All Required (15%)		$ 1,200.00
Structural Excavation	350 cu. yds.	$ 7.00	2,450.00
Structural Excavation Below Elevation Shown	30 cu. yds.	12.00	360.00
Furnish 10" BP 42# Steel Piling	575 Lin. ft.	5.00	2,875.00
Drive Steel Piles	20 only	55.00	1,100.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (1,137 cu.yds. at $65.00)	All Required		73,905.00
Metal Reinforcement (345,000 lbs. at $0.125)	All Required		43,125.00
Metal Parapet Rail	420 lin. ft.	6.00	2,520.00
Concrete Slab Riprap	1,280 sq. yds.	7.00	8,960.00
8-inch Metal Drain Pipe	160 lin. ft.	4.00	640.00
			$ 137,335.00

Type Code X221
Foothills Blvd. O'xing (Br. #8335)(Sta. 244+24.47 to Sta. 247+65.47)

Shoring, Cribbing, etc.	All Required (45%)		$ 3,600.00
Structural Excavation	480 cu. yds.	$ 7.00	3,360.00
Structural Excavation Below Elevation Shown	40 cu. yds.	12.00	480.00
Furnish 10" BP 42# Steel Piling	940 lin. ft.	5.00	4,700.00
Drive Steel Piles	21 only	55.00	1,155.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (2,000 cu.yds. at $65.00)	All Required		130,000.00
Metal Reinforcement (512,000 lbs. at $0.125)	All Required		64,000.00
Metal Parapet Rail	690 lin. ft.	6.00	4,140.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 211,875.00

Subtotal	$ 783,347.50
10% Engr. & Cont.	78,334.50
Total	$ 861,682.00

Length of Roadway	8.650 Miles
Length of 4 Structures.	0.219 Mile
Length of 3 Structures.	0.198 Mile (Exception)
Total Length.	9.067 Miles
Cost of Roadway Per Mile.	$232,653.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,012,453.00	$1,848,000.00	$164,453.00
Structures	861,682.00	792,000.00	69,682.00
	$2,874,135.00	$2,640,000.00	$234,135.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(22)50

GRANTS PASS-EVANS CREEK SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE AND JACKSON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 23, 1960

Type Code 7221
Roadway (Sta. 1205+67 thru Equa. 1217+02.98-42+60.02 to Sta. 510+00)

Drainage Excavation, Unclassified	1,090	cu. yds.	$ 3.00	$ 3,270.00
12-inch Concrete Pipe	80	lin. ft.	2.50	200.00
6-inch Perforated Rigid-Type Drain Pipe	3,280	lin. ft.	2.00	6,560.00
Special Backfill in Drains	960	cu. yds.	6.00	5,760.00
Concrete Inlets, Type "D"	2	only	90.00	180.00
Concrete Curbs	4	cu. yds.	60.00	240.00
Salvaging and Reinstalling Guard Rail	115	lin. ft.	1.50	172.50
Metal Guard Rail	55,000	lin. ft.	2.40	132,000.00
Metal Median Barrier	28,500	lin. ft.	3.50	99,750.00
Guide Posts, Type W-1	470	only	6.00	2,820.00
Guide Posts, Type Y-2	140	only	7.00	980.00
Guide Posts, Type Y-3	4	only	8.00	32.00
Coarse Crushed Material in Base	237,800	tons	1.20	285,360.00
3/4" - 0 Material in Base	24,700	tons	1.25	30,875.00
Sprinkling	4,700	M-gal.	2.50	11,750.00
Preparation of Base	All	Required		15,000.00
3/4" - 0 Material in Binder Course	190	cu. yds.	3.00	570.00
Furnishing and Placing Aggregates	650	cu. yds.	3.25	2,112.50
RC-3 Asphalt	30	tons	48.00	1,440.00
120-150 Asphalt	50	tons	46.00	2,300.00
RS-1 Asphalt	16	tons	48.00	768.00
Asphaltic Concrete Mixture	20,300	tons	3.00	60,900.00
Asphalt in Mixture	1,120	tons	36.00	40,320.00
Asphaltic Concrete Traffic Markers	800	lin. ft.	1.00	800.00
8-inch Portland Cement Concrete Pavement	250,000	sq. yds.	3.30	825,000.00
3/4" - inch Expansion Joints	800	lin. ft.	0.50	400.00
Contraction Joints	37,000	lin. ft.	0.10	3,700.00
Dowel Bars	38,000	only	0.50	19,000.00
Tie Bars,and Bar Reinforcement	205,000	lbs.	0.12	24,600.00
Wire Fabric Reinforcement	250,000	sq. yds.	0.70	175,000.00
3/8" - 0 Material in Cushion Course	9,300	tons	1.50	13,950.00
Removal of Existing Signs Installation	All	Required		250.00
49-foot Sign Bridge	All	Required		5,250.00
Furnish 8" BP 36# Steel Piling	466	lin. ft.	6.50	3,029.00
Drive Steel Piles	26	only	80.00	2,080.00
Metal Sign Posts	All	Required		1,880.00
Wood Sign Posts	All	Required		2,100.00
Type "A" Signs in Place	1,769	sq. ft.	8.10	14,328.90
Type "C" & "D" Signs in Place	644	sq. ft.	5.25	3,381.00

Type "E", "F" & "G" Signs in Place	120 sq. ft.	$ 5.75	$ 690.00
Type "J" Signs in Place	43 sq. ft.	8.00	344.00
			$ 1,799,142.90
Miscellaneous Excavation	All Required		2,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$ 1,802,642.90
	10% Engr. & Cont.		180,264.10
	Total		$ 1,982,907.00

Type Code X221
Beacon Drive O'xing (Br. #8339)(Sta. 88+02 to Sta. 90+79.50)

Shoring, Cribbing, etc.	All Required (20%)		$ 2,400.00
Structural Excavation	660 cu. yds.	$ 7.00	4,620.00
Structural Excavation Below Elevation Shown	60 cu. yds.	12.00	720.00
Furnish 10" BP 42# Steel Piling	550 lin. ft.	5.00	2,750.00
Drive Steel Piles	23 only	55.00	1,265.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (1,767 cu. yds. at $65.00)	All Required		114,855.00
Metal Reinforcement (483,000 lbs. at $0.125)	All Required		60,375.00
Metal Parapet Rail	560 lin. ft.	6.00	3,360.00
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
8-inch Standard Steel Pipe	130 lin. ft.	9.00	1,170.00
			$ 192,155.00

Type Code X221
E. Grants Pass Interchange (Br. #8341)(Sta. 155+45 to Sta. 158+80)

Shoring, Cribbing, etc.	All Required (20%)		$ 2,400.00
Structural Excavation	730 cu. yds.	$ 7.00	5,110.00
Structural Excavation Below Elevation Shown	70 cu. yds.	12.00	840.00
Furnish 10" BP 42# Steel Piling	980 lin. ft.	5.00	4,900.00
Drive Steel Piles	33 only	55.00	1,815.00
Class "A" Concrete (2,315 cu. yds. at $65.00)	All Required		150,475.00
Metal Reinforcement (557,300 at $0.125)	All Required		69,662.50
Metal Parapet Rail	660 lin. ft.	6.00	3,960.00
8-inch Metal Drain Pipe	80 lin. ft.	4.00	320.00
6-inch Standard Steel Pipe	75 lin. ft.	8.00	600.00
			$ 240,082.50

Type Code X221
Foothills Blvd. O'xing (Br. #8333)(Sta. 176+04 to Sta. 178+08)

Shoring, Cribbing, etc.	All Required (15%)		$ 1,800.00
Structural Excavation	350 cu. yds.	$ 7.00	2,450.00
Structural Excavation Below Elevation Shown	30 cu. yds.	12.00	360.00
Furnish 10" BP 42# Steel Piling	575 lin. ft.	5.00	2,875.00
Drive Steel Piles	20 only	55.00	1,100.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (1,137 cu. yds. at $65.00)	All Required		73,905.00
Metal Reinforcement (345,000 lbs. at $0.125)	All Required		43,125.00
Metal Parapet Rail	420 lin. ft.	6.00	2,520.00
Concrete Slab Riprap	1,280 sq. yds.	7.00	8,960.00
8-inch Metal Drain Pipe	160 lin. ft.	4.00	640.00
			$ 137,935.00

Type Code X221
Foothills Blvd. O'xing (Br. #8335)(Sta. 244+24.47 to Sta. 247+65.47)

Shoring, Cribbing, etc.	All Required (45%)		$ 5,400.00
Structural Excavation	480 cu. yds.	$ 7.00	3,360.00
Structural Excavation Below Elevation Shown	40 cu. yds.	12.00	480.00
Furnish 10" BP 42# Steel Piling	940 lin. ft.	5.00	4,700.00
Drive Steel Piles	21 only	55.00	1,155.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (2,000 cu. yds. at $65.00)	All Required		130,000.00
Metal Reinforcement (512,000 lbs. at $0.125)	All Required		64,000.00
Metal Parapet Rail	690 lin. ft.	6.00	4,140.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 213,675.00

Subtotal	$ 783,847.50
10% Engr. & Cont.	78,384.50
Total	$ 862,232.00

Length of Roadway	8.650 Miles
Length of 4 Structures.	0.219 Mile
Length of 3 Structures.	0.198 Mile (Exception)
Total Length.	9.067 Miles
Cost of Roadway Per Mile.	$229,237.80

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,982,907.00	$1,824,000.00	$158,907.00
Structures	862,232.00	792,000.00	70,232.00
	$2,845,139.00	$2,616,000.00	$229,139.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(22)50

GRANTS PASS—EVANS CREEK SECTION OF THE

PACIFIC HIGHWAY IN JOSEPHINE AND JACKSON COUNTIES

Type Code 7221
Roadway (Sta. 1205+67 thru Equa. 121/+02.98=42+60.02 to Sta. 510+00)

Drainage Excavation, Unclassified	1,090	cu. yds.	$ 3.00	$ 3,270.00
12-inch Concrete Pipe	80	lin. ft.	2.50	200.00
6-inch Perforated Rigid-Type Drain Pipe	3,280	lin. ft.	2.00	6,560.00
Special Backfill in Drains	960	cu. yds.	6.00	5,760.00
Concrete Inlets, Type "D"	2	only	90.00	180.00
Concrete Curbs	4	cu. yds.	60.00	240.00
Salvaging and Reinstalling Guard Rail	115	lin. ft.	1.50	172.50
Metal Guard Rail	55,000	lin. ft.	2.40	132,000.00
Metal Median Barrier	28,500	lin. ft.	3.50	99,750.00
Guide Posts, Type W-1	470	only	6.00	2,820.00
Guide Posts, Type Y-2	140	only	7.00	980.00
Guide Posts, Type Y-3	4	only	8.00	32.00
Coarse Crushed Material in Base	237,800	tons	1.05	249,690.00
3/4" - 0 Material in Base	24,700	tons	1.10	27,170.00
Sprinkling	4,700	M-gal.	2.50	11,750.00
Preparation of Base	All	Required		15,000.00
3/4" - 0 Material in Binder Course	190	cu. yds.	3.00	570.00
Furnishing and Placing Aggregates	650	cu. yds.	3.25	2,112.50
RC-3 Asphalt	30	tons	48.00	1,440.00
120-150 Asphalt	50	tons	46.00	2,300.00
RS-1 Asphalt	16	tons	48.00	768.00
Asphaltic Concrete Mixture	20,300	tons	2.85	57,855.00
Asphalt in Mixture	1,120	tons	36.00	40,320.00
Asphaltic Concrete Traffic Markers	800	lin. ft.	1.00	800.00
8-inch Portland Cement Concrete Pavement	250,000	sq. yds.	3.30	825,000.00
3/4-inch Expansion Joints	800	lin. ft.	0.50	400.00
Contraction Joints	37,000	lin. ft.	0.10	3,700.00
Dowel Bars	38,000	only	0.50	19,000.00
Tie Bars and Bar Reinforcement	205,000	lbs.	0.12	24,600.00
Wire Fabric Reinforcement	250,000	sq. yds.	0.70	175,000.00
3/8" - 0 Material in Cushion Course	9,300	tons	1.50	13,950.00
Removal of Existing Signs Installation	All	Required		250.00
49-foot Sign Bridge	All	Required		5,250.00
Furnish 8" BP 36# Steel Piling	466	lin. ft.	6.50	3,029.00
Drive Steel Piles	26	only	80.00	2,080.00
Metal Sign Posts	All	Required		1,880.00
Wood Sign Posts	All	Required		2,100.00
Type "A" Signs in Place	1,769	sq. ft.	8.10	14,328.90
Type "C" & "D" Signs in Place	644	sq. ft.	5.25	3,381.00
Type "E", "F" & "G" Signs in Place	120	sq. ft.	5.75	690.00
Type "J" Signs in Place	43	sq. ft.	8.00	344.00
				$1,756,722.90

Miscellaneous Excavation	All Required		$ 2,500.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$1,760,222.90
	10% Engr. & Cont.		176,022.10
	Total		$1,936,245.00

Type Code X221
Beacon Drive O'xing (Br. #8339)(Sta. 88+02 to Sta. 90+79.50)

Shoring, Cribbing, etc.	All Required (20%)		$ 2,400.00
Structural Excavation	660 cu. yds.	$ 7.00	4,620.00
Structural Excavation Below Elevation Shown	60 cu. yds.	12.00	720.00
Furnish 10" BP 42# Steel Piling	550 lin. ft.	5.00	2,750.00
Drive Steel Piles	23 only	55.00	1,265.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (1,767 cu.yds. at $65.00)	All Required		114,855.00
Metal Reinforcement (483,000 lbs. at $0.125)	All Required		60,375.00
Metal Parapet Rail	560 lin. ft.	6.00	3,360.00
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
8-inch Standard Steel Pipe	130 lin. ft.	9.00	1,170.00
			$ 192,155.00

Type Code X221
E. Grants Pass Interchange (Br. #8341)(Sta. 155+45 to Sta. 158+80)

Shoring, Cribbing, etc.	All Required (20%)		$ 2,400.00
Structural Excavation	730 cu. yds.	$ 7.00	5,110.00
Structural Excavation Below Elevation Shown	70 cu. yds.	12.00	840.00
Furnish 10" BP 42# Steel Piling	980 lin. ft.	5.00	4,900.00
Drive Steel Piles	33 only	55.00	1,815.00
Class "A" Concrete (2,315 cu.yds. at $65.00)	All Required		150,475.00
Metal Reinforcement (557,300 at $0.125)	All Required		69,662.50
Metal Parapet Rail	660 lin. ft.	6.00	3,960.00
8-inch Metal Drain Pipe	80 lin. ft.	4.00	320.00
6-inch Standard Steel Pipe	75 lin. ft.	8.00	600.00
			$ 240,082.50

Type Code X221
Foothills Blvd. O'xing (Br. #8333)(Sta. 176+04 to Sta. 178+08)

Shoring, Cribbing, etc.	All Required (15%)		$ 1,800.00
Structural Excavation	350 cu. yds.	$ 7.00	2,450.00
Structural Excavation Below Elevation Shown	30 cu. yds.	12.00	360.00
Furnish 10" BP 42# Steel Piling	575 lin. ft.	5.00	2,875.00
Drive Steel Piles	20 only	55.00	1,100.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (1,137 cu.yds. at $65.00)	All Required		73,905.00
Metal Reinforcement (345,000 lbs. at $0.125)	All Required		43,125.00

Metal Parapet Rail	420 lin. ft.	$ 6.00	$ 2,520.00
Concrete Slab Riprap	1,280 sq. yds.	7.00	8,960.00
8-inch Metal Drain Pipe	160 lin. ft.	4.00	640.00
			$ 137,935.00

Type Code X221
Foothills Blvd. Crossing (Br. #8335)(Sta. 244+24.47 to Sta. 247+65.47)

Shoring, Cribbing, etc.	All Required (45%)		$ 5,400.00
Structural Excavation	480 cu. yds.	$ 7.00	3,360.00
Structural Excavation Below Elevation Shown	40 cu. yds.	$12.00	480.00
Furnish 10" BP 42# Steel Piling	940 lin. ft.	5.00	4,700.00
Drive Steel Piles	21 only	55.00	1,155.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (2,000 cu.yds. at $65.00)	All Required		130,000.00
Metal Reinforcement (512,000 lbs. at $0.125)	All Required		64,000.00
Metal Parapet Rail	690 lin. ft.	6.00	4,140.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 213,675.00

Subtotal	$ 783,847.50
10% Engr. & Cont.	78,384.50
Total	$ 862,232.00

Length of Roadway	8.650 Miles
Length of 4 Structures.	0.219 Mile
Length of 3 Structures.	0.198 Mile (Exception)
Total Length.	9.067 Miles
Cost of Roadway Per Mile.	$223,843.25

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,936,245.00	$1,781,000.00	$155,245.00
Structures	862,232.00	792,000.00	70,232.00
	$2,798,477.00	$2,573,000.00	$225,477.00

RECEIVED
JUN 3 1960
FOR FILING
I-5-1(22)50
5714

When replying, refer to
08-35.4-0

408 State Highway Building
Salem, Oregon

June 2, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5714 for Oregon Project I-5-1(22)50, Grants Pass-Evans Creek Section, Pacific Highway (paving, signing & structure), to Peter Kiewit Sons, Co., of Omaha, Nebraska, low bidder in the amount of $2,388,635.50 at the June 1, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Porter

NOTED

RECEIVED
MAY 31 1960
FORM E-80X 7-59 22128
FOR FILING
F.5-1(22)50
5714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1960

SUBJECT: Specification Changes
Grants Pass-Evans Creek Section
Paving Structures and Signing Contract
US99

To: R. L. Porter
Office Engineer
O F F I C E

Attention: Virgil O'Neil

This letter is to confirm a change in the special provisions made on May 27, 1960, with Mr. O'Neil of your office. These specification changes concern the optical requirements for the reflector buttons used in Type "A" signs.

On Page 78 of the above mentioned special provisions under Item 2 "Specific Brightness", the 1/10° observation angles and their specific brightness readings should be deleted entirely. The specific brightness readings for an observation angle of 1/6° at entrance angles of 0° and 20° should read 3.4 and 1.4, respectively. For the 1/3° observation angle and 0° and 20° entrance angles, the specific brightness reading should read 2.8 and 1.0, respectively.

As stated above, this letter is to confirm these changes which have been made. It is understood that all plan holders have been notified by telegram.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

LEG:jj
cc: Forrest Cooper
G. S. Paxson

RECEIVED
MAY 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

I-5-1(22)50

5714

I-5-1(22)50

When replying, refer to
08-35.4-DB

408 State Highway Building
Salem, Oregon

May 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-1(22)50, Grants Pass-Evans Creek Section of the Pacific Highway, Josephine & Jackson Counties (paving, structures and signing).

Authorization for your advertising for bids is given with the understanding that provision will be made for the construction of a paving ledge on the easterly end of the Scoville Road overcrossing structure and on each end of the 7th Street overcrossing structure under a bid item.

Approval of the bridge design plans is contingent on your making revisions therein as may be necessary following a further review by this office.

Concurrence in award will be withheld pending notification that all rights-of-way have been acquired.

Very truly yours,

C. G. Folk
Division Engineer

RECEIVED
FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I 3-1(22)50

5714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 9, 1960

NOTED
W. G. WILLIAMS

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 5, 1960, requesting an explanation of the reasons for our selection of Portland Cement Concrete pavement on the Grants Pass-Evans Creek Section of the Pacific Highway.

We have had some unfortunate experiences with asphaltic concrete pavements in the Rogue River Valley and find that at the present time considerable patching is necessary on very recently completed sections of the Interstate System. This, along with the fact that much of this valley is predominately expansive clay soils, has caused us to re-examine the type of surfacing to be used.

The sections of Portland Cement Concrete which we have completed recently demonstrate that it is possible to produce a much finer job than we have ever been able to achieve with asphaltic concrete. Older sections of Portland Cement Concrete in the Rogue River Valley have given us no trouble. Portland Cement Concrete includes a "built in" maintenance. This is beneficial in two ways:

1. The actual cost of surface maintenance is negligible.

2. The hazard to the traveling public of the surface maintenance operation is eliminated.

While it is difficult to put a dollar-and-cents value on the fine riding surface achieved, nevertheless it is a very desirable end result. Other benefits from Portland Cement Concrete are the elimination of the possibility of developing a fat, dangerously slick pavement, and improved night visibility.

On this particular project, we find an abundant source of high quality Portland Cement aggregate along with a very close supply of the Portland cement itself.

The estimated cost of surfacing this section with Portland Cement Concrete pavement exclusive of engineering and other items common to both type of surface is $1,540,705. The estimated cost with asphaltic concrete pavement is $859,847. This project is 9.05 miles in length. Portland Cement pavement cost is $18,850 in excess of that for asphaltic concrete per lane mile.

We believe that our poor past experience with asphaltic concrete pavements in this area justifies our selection of the Portland Cement Concrete. It is now our decision to use this surface type throughout the section from Grants Pass to South Ashland, possibly excepting that area from Rock Point to Seven Oaks where partial sections of asphaltic concrete are in place.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

Tom Edwards
Construction Engineer

JAR:ep:fp

cc W. C. Williams
R. L. Porter

RECEIVED
FOR FILING
I-5-1(22)50
5714

When replying, refer to:
08-35.4-2B

408 State Highway Building
Salem, Oregon

May 5, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

In reviewing the P. S. & E. for the proposed paving on the Grants Pass-Evans Creek Section of Interstate Route 5, Project I-5-1(22)50, we note that you propose to use Portland Cement concrete pavement in lieu of asphaltic concrete as proposed on the grading plans and included in the 108(d) Estimate.

Before we can authorize advertising on this project, it will be necessary for us to have justification for the change in type of pavement together with an estimate showing the difference in cost between the Portland Cement concrete pavement and the asphaltic concrete pavement as proposed on the grading plans. The estimate should take into consideration the cost of base course surfacing required in each type of construction.

This is not to be interpreted as an objection on our part to the use of Portland Cement concrete pavement, however, it is necessary that we have justification for its use where the original plans are being changed as in this case.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Edw has original
Porter

RECEIVED
MAY 3 - 1950
FOR FILING
I-5-1(22)50
5714

May 3, 1950

Mr. O. G. Polk
Division Engineer
Bureau of Public Roads
[illegible] State Highway Building
[illegible], Oregon

Re: Paving, Structures and Signing
Grants Pass--Rivers Creek Section
Pacific Highway

Dear Sir:

It has been brought to our attention that in reviewing the preliminary plans for the subject-named project, you were of the opinion that the surfacing depth under the proposed portland cement concrete on this section was too heavy.

As a result of this, we have revised our base design and will reduce the same in accordance with your recommendations to six-inch crushed material on the selected subgrade material between Stations 1205.67 and 346.55.

This has been discussed with Mr. Ehrich and Mr. Mills of your staff by Mr. Young, Assistant Construction Engineer, of this department.

Corrected plans reflecting this change will be sent to you shortly.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. Ivan Merchant
Mr. G. L. Decker
Mr. F. D. Morgan

LHY:fp fn

RECEIVED
JAN 25 1960
FOR FILING

I-5-1(22)52

5714

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1960

SUBJECT: Grants Pass-Evans Creek Section
Pacific Highway

To:

Memo to the Files:

The following information was this date given to Mr. Virgil O'Neil for inclusion in the specifications for this upcoming P.C.C. paving project:

1. The State owned Ritchey Quarry, located .3 of a mile north of Station 383+00, should be made available to the contractor as a prospective source which he may use without payment of royalty but upon which we make no guarantee as to quantity or quality.

2. Said specification should contain a paragraph calling to the contractor's attention that commercial bars in the area, including the Pruitt Bar located .6 of a mile south of Station 276, should be investigated for possible use as aggregates for the P.C.C.

The specification should not in any manner restrict the contractor to any source and the only qualification concerning aggregates is that they must conform to the standard specification of the State Highway Department for the use intended.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc R. L. Porter
F. D. Morgan

Copy to Cooper

NOTED
E. A. PEASE

RECEIVED
DEC 1959
FOR FILING
I-5-1(22)50
5714

OREGON STATE HIGHWAY DEPARTMENT

NOTED
W. C. WILLIAMS

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 3, 1959

SUBJECT: Grants Pass-Evans Creek Paving
Pacific Highway

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

In connection with the surfacing of the subject named job, it is desired that a State-controlled source, situated as favorably as possible with regard to haul, be optioned along with necessary haul road easement. We will then offer such a source to the contractor upon payment of a suitable royalty.

In order to accomplish this, it will be necessary that we take immediate steps to locate and test such a prospective source and furnish us with the information so that descriptions can be prepared.

This job is presently schedule for the April letting, so we must get right at it.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
R. L. Porter

WCW

RECEIVED
DEC - 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-4(35)193 McKenzie R.-Will. R. Sec. of Pac. Hwy. (illum., signing, & tr. sig. inst.) 1960

#5715

RECEIVED
FEB 5 - 1965
FOR FILING

Salem, Oregon
February 3, 1965

Mr. T. H. Nutter
Maintenance Engineer

I attach hereto Lothman's memory on account of porcelain enamel sign failures. I have instructed Dean Mills at the Lab to take the following steps:

1. To determine by use of the Spectrophotometer, by means of a series of tests on light values we know to be satisfactory, that the normal color reading should be.

2. To establish by a further test or tests that the read on finish should be at the end of the 3-year period. This would be primarily based on readings on material which we consider to be unfit for further use.

3. To determine by tests the readings on the signs which Lothman reserve as unsatisfactory.

4. To determine where they fall in the sliding scale established under Points 1 and 2 above.

5. To give us the data which will then be turned over to the Legal Division for such action as is necessary.

6. A fourth category of failure will include the enamel boards which are separating. They can be sorted out as a separate unit of work. You shall establish and submit for my approval a basis for determining failure of a satisfactory board. This will require wrestling with the problem of whether or not a board which has separated fails to deliver the sign message which it was designed to impart.

Attachment

DWEdwards

Don Edwards
Assistant State Highway Engineer

cc Harrel Cooper
L. A. Barker
C. F. Noble (Inc.)
F. C. Churchill (Inc.)
E. B. Lothman
Dean Mills

E. L. Libel (Inc.)
A. F. Johnson (Inc.)
R. D. Albery (Inc.)
L. E. Chandler (Inc.)
J. F. Thum. (Inc.)
A. F. Parson (Inc.)

FORM E-30 60M 8-62 43006

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT:

To:

Mr. Tom Edwards
Assistant State Highway Engineer
D E P A R T M E N T

Herewith report on defective porcelain enamel signs completed the latter part of December 1964. This represents the second report made on defective enamel signs in 1964. I am conducting this inspection every six months.

I am submitting all copies of this report to you since no action has been taken on previous reports to enforce the warranties. Perhaps a review of our position should be taken prior to transmitting of this report to those concerned.

Please advise if any change is requested in this procedure.

Robert N Bothman

R. N. Bothman
Sign Engineer

RNB:nk
attachment

cc: E. S. Hunter

FORM H-80 3M 8-61 63019

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 20, 1965

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. George Rohde
Chief Counsel
DEPARTMENT

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace ~~these signs or parts thereof~~ in accordance with the terms of the guarantee:

SECTION McKenzie R. - Willamette R.
HIGHWAY Pacific US99 I-5
CONTRACT NO. 8715 GUARANTEE NO. III
CONTRACTOR Trowbridge Electric

MANUFACTURER Bradley Porcelain Products
500 Taylor St.
Missoula, Montana

DATE MANUFACTURED October ~~1959~~ 1960

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE REPORTED

See attached sheet

Fading and discoloration are the cause of all reported failures.

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards
Traffic Engineer
Maintenance Engineer
Division Engineer Div. II

January 20, 1965

Mc Kenzie R. - Willamette R. Contract No. 5715

Pacific Highway I-5

SIGN NO.	TED DWG NO.	STATION	MESSAGE	FAILURE REPORTED
1	S 110	395+00	105 EUGENE SPRINGFIELD EXIT 2 MILE	March 1964
7	S 110	140+85	5 SOUTH ROSEBURG EXIT 1/4 MI	March 1964
9	S 110	140+85	5 NORTH PORTLAND	October 1963
10	S 110	172+50	5 PORTLAND ROSEBURG EXITS 1/2 MILE	October 1963
11	S 110	134+37	5 NORTH PORTLAND	March 1964
12	S 110	527+00	105 EUGENE	October 1963
17	S 110	83+00	5 ROSEBURG PORTLAND EXIT 1/2 MILE	March 1964
18	S 110	114+05	5 NORTH PORTLAND EXIT 1/4 MILE	March 1964
1	S 111	47+30	COBURG RD.	March 1964
3	S 111	58+20	TO 99 EUGENE	October 1963
4	S 111	58+20	COBURG RD.	October 1963
7	S 111	Interchange	OAKWAY RD. KEEP LEFT	March 1964

RECEIVED
JAN 30 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10, OREGON

January 10, 1964

Bradley Porcelain Products
500 Taylor Street
Missoula, Montana

Re: Replacement of Defective
Porcelain Enamel Signs

Gentlemen:

We are advised that five porcelain enamel signs of your manufacture, located on the McKenzie River-Willamette River Section of the Pacific Highway, I-5, have proven defective as shown by excessive discoloration, contrary to the provisions of your guarantee. These signs were manufactured in October 1960 and were installed by Trowbridge Electric, under Contract No. 5715, and are further identified as follows:

Message	Station
5 North-Portland	140+85
5 Portland-Roseburg Exits 1/2 Mile	172+50
105 - Eugene	527+00
To 99 Eugene	58+20
Coburg Rd.	58+20

This letter constitutes a formal demand that you replace each of the defective signs above designated, without expense to the State of Oregon, pursuant to your guarantee.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks
cc: Tom Edwards
F. B. Crandall
E. S. Hunter
L. R. Chandler
R. N. Bothman
L. I. Lindas
Trowbridge Electric

RECEIVED
JAN 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 - ~~1962~~ 1963

FOR FILING

7 9( ) 2
5715

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1963

SUBJECT: Defective Porcelain Enamel Sign Replacement

To: Mr. Leonard I. Lindas
Chief Counsel
D E P A R T M E N T

On the following contract, the signs listed below have proven to be defective. We recommend that the manufacturer be required to replace these signs in accordance with the terms of the guarantee:

SECTION McKenzie R. - Willamette R.

HIGHWAY Pacific US 99 I-5

CONTRACT NO. 5715 GUARANTEE NO. III

CONTRACTOR Trowbridge Electric

MANUFACTURER Bradley Procelain Products
500 Taylor St.
Missoula, Montana

DATE MANUFACTURED Oct. 1960

SIGN NO.	TED DWG. NO.	STATION	MESSAGE	FAILURE
9	S 110	140+85	5 NORTH - PORTLAND	Discoloration
10	S 110	172+50	5 PORTLAND - ROSEBURG EXITS 1/2 MILE	Discoloration
12	S 110	527+00	105 - EUGENE	Discoloration
3	S 111	58+20	TO 99 EUGENE	Discoloration
4	S 111	58+20	COBURG RD.	Discoloration

ORIGINAL SIGNED BY R. N. BOTHMAN

R. N. Bothman
Sign Engineer

RNB:nk

cc: Tom Edwards ✓
Traffic Engineer
Maintenance Engineer
Division Engineer

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
APR 29 1963
FOR FILING
4-29-63

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 22, 1963

By:
L. R. Backlund
Administrative Manager

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Oregon Project I-5-4(35)193
McKenzie River-Willamette River Section
Voucher No. 15 - Semi-Final
Net amount claimed - $38,606.00

The subject voucher has been approved in the reduced amount of $38,451.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Items No. 2 and 3.

Total amount of deductions	$168.73
Federal Aid pro-rata	92.34%
Net deduction in even dollars	$155.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61. As requested in your letter of 4-4-63, we are processing this voucher, and the vouchers on projects I-105-4(104)195 and S-145(7), as semi-finals, due to a pending claim by the contractor.

Attachment

NOTED
LLOYD P. SHAW

RECEIVED
APR 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attach.
4-29-63

RECEIVED
FEB 5 - 1963
FOR FILING

I 4 ( ) 72

5715

February 5, 1963

Pattullo, Gleason, Griswold & Hinson
Attorneys at Law
Public Service Building
Portland 4, Oregon

Gentlemen:

Thank you for your letter of February 1 and attached notice of withdrawal of claim of Poole, McGonigle & Dick in the amount of $21,739.18 for materials furnished to Snook Brothers, sub-contractor, in connection with state highway contract 5715.

Our records indicate this to be in reference to the Trowbridge Electric Company contract 5715 for signing, illumination, signal installations on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County.

This information will be noted in the records and we will advise the surety and contractor that Poole, McGonigle & Dick has released their claim which was filed with the Secretary of State on April 18, 1962.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: St. Paul Fire & Marine Insurance Company
Ken Bailey Insurance Agency
Pacific Building
Roseburg, Oregon

Trowbridge Electric Company
721 SoutheastOak Avenue
Roseburg, Oregon

NOTED ON CARD
dc

St. Paul Fire & Marine Ins Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

PATTULLO, GLEASON, GRISWOLD & HINSON
ATTORNEYS AT LAW

DAVID S. PATTULLO
H. MYRON GLEASON
DONALD J. GRISWOLD
WALTER B. HINSON
ROBERT T. JACOB, JR.

PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON
CAPITOL 8-6333

February 1, 1963

Mr. Floyd Query, Secretary
State Highway Department
Salem, Oregon

Dear Mr. Query:

I have enclosed a notice of withdrawal of claim on behalf of Poole, McGonigle & Dick in connection with job contract No. 5715, also referred to as McKenzie River-Willamette River Section of the Pacific Highway, Lane County, Oregon. As stated in the notice of withdrawal of claim, the purpose of this notice is to withdraw and nullify the claim filed by our client on April 16, 1962. In the event any additional information is required in connection with the withdrawal of this claim, please let me know.

Yours very truly,

W. B. Hinson

WBH/mr
Enc.

Ck please reply
76

NOTED
C. W. HEAD

RECEIVED
FEB - 4 1963
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF WITHDRAWAL OF CLAIM

Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

The Secretary of the Oregon State Highway Commission

Secretary of State,
State of Oregon

St. Paul Fire & Marine Insurance Company
c/o Ken Bailey Insurance Agency
Pacific Building
Roseburg, Oregon

On April 16, 1962, the undersigned, Poole, McGonigle & Dick, an Oregon Corporation, executed and filed a notice of claim for materials furnished to Snook Bros., Corvallis, Oregon, which materials were used on or consumed in the prosecution of the highway project described as Job Contract No. 5715, also referred to as the McKenzie River-Willamette River Section of Pacific Highway in Lane County, Oregon. The said materials in the amount of $21,739.18 were furnished and supplied to Snook Bros. on February 3, 1961.

Notice is hereby given that the undersigned, Poole, McGonigle & Dick, an Oregon Corporation, hereby releases Trowbridge Electric Company and St. Paul Fire & Marine Insurance Company from any and all liability under and against the surety bond executed in connection with said Job Contract No. 5715.

Dated this 31 day of January, 1963.

POOLE, McGONIGLE & DICK

By: L. R. Dick
Secretary

RECEIVED
APR 23 1962
FOR FILING
5715

April 19, 1962

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building
220 Montgomery Street
San Francisco 4, California

Attention: Mr. J. M. Homer, Supt.
Bond Claims Department

Gentlemen:

Attached is a copy of a claim in the amount of $21,739.18 which has been filed with the Secretary of State by Poole, McGonigle & Dick for materials furnished to Snook Brothers, subcontractor.

This appears to be in reference to the Trowbridge Electric Company State Highway Contract No. 5715, for signing, illumination, signal installations on McKenzie River - Willamette River Section of the Pacific Highway, Lane County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

Encl.
cc: Ken Bailey Insurance Agency
Pacific Building
Roseburg, Oregon

Trowbridge Electric Co.
721 S.E. Oak Avenue
Roseburg, Oregon

Glenn L. Jackson
David B. Simpson
Forrest Cooper

NOTED ON CARD

CWH:jmc

[illegible]

To: [illegible]

[illegible]

[illegible]

[

April 19, 1962

Pattullo, Gleason & Griswold
Attorneys at Law
Public Service Building
Portland 4, Oregon

Attention: Mr. W. B. Hinson

Gentlemen:

This is to acknowledge receipt of your letter of April 17 and attached notice of claim, with invoices, on behalf of Poole, McGonigle & Dick, in the amount of $21,739.18 for materials furnished to Snook Brothers.

From the description in the claim, this appears to be in connection with the Trowbridge Electric Company Contract No. 5715, for signing, illumination and signal installations on McKenzie River-Willamette River Section of the Pacific Highway in Lane County.

We have received notification from the Secretary of State that your client's claim was filed in his office on April 18, 1962 and was given File No. 3942.

This information will be noted in our records and we will advise the surety and the contractor of this filing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

CWH:jmc

NOTED ON CARD

PATTULLO, GLEASON & GRISWOLD
ATTORNEYS AT LAW

DAVID S. PATTULLO
H. MYRON GLEASON
DONALD J. GRISWOLD
WALTER B. HINSON

PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON
CAPITOL 8-6688

April 17, 1962

Mr. Floyd Query, Secretary
State Highway Department
Salem, Oregon

Dear Mr. Query:

I have enclosed notice of claim on behalf of Poole, McGonigle & Dick in connection with job Contract No. 5715, also referred to as McKinsey River-Willamette River Section of Pacific Highway, Lane County, Oregon. According to our information, this job was accepted by your Department on October 20, 1961. In the event any additional information is required in connection with this claim, please let me know.

Yours very truly,

W. B. Hinson

WBH:n
Enc.
CERTIFIED MAIL
RETURN RECEIPT REQUESTED

NOTED
C. W. HEAD

HOWELL APPLING, JR.
Secretary of State

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 10

April 18, 1962

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from W. B. Hinson, c/o Pattullo, Gleason & Griswold, Public Service Building, Portland 4, Oregon and filed as of this date, a notice of claim by Poole, McGonigle & Dick, for materials furnished to Snook Bros., Corvallis, Oregon and used on or consumed in the prosecution of the hereinafter described highway project in the sum of $21,739.18, against the bond taken from Trowbridge Electric Company, principal and St. Paul Fire & Marine Insurance Company, surety for the work described as Job Contract No. 5715, also referred to as the McKenzie River-Willamette River Section of Pacific Highway in Lane County, Oregon.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State

By Geo A Stephens
Public Records Section

GS:FK
Enc.

NOTED ON CARD
dc

NOTED
FLOYD QUERY

NOTICE OF CLAIM

To: TROWBRIDGE ELECTRIC COMPANY
721 S. E. Oak Avenue
Roseburg, Oregon

The Secretary of the
OREGON STATE HIGHWAY COMMISSION

SECRETARY OF STATE
State of Oregon

and

ST. PAUL FIRE & MARINE INSURANCE BOMPANY
% Ken Bailey Insurance Agency
Pacific Building
Roseburg, Oregon

Notice is hereby given that the undersigned, POOLE, McGONIGLE & DICK, an Oregon Corporation, has a claim for materials furnished to Snook Bros., Corvallis, Oregon, and used on or consumed in the prosecution of the hereinafter described highway project as set forth in attached invoices and memorandums, in the amount of $21,739.18. The said materials were furnished and supplied on February 3, 1961 by delivery to Snook Bros. at Portland, Oregon, and payment therefor has not been made. Said claim is asserted against the bond taken from Trowbridge Electric Company, as principal, and St. Paul Fire & Marine Insurance Company, as surety, for the work described as Job Contract No. 5715, also referred to as the McKenzie River-Willamette River Section of Pacific Highway in Lane County, Oregon.

This notice is given pursuant to ORS, Chapter 279.

DATED this 16 day of April, 1962.

POOLE, McGONIGLE & DICK

By: L. R. Rogers
Secretary

RECEIVED
APR 18 1962
OREGON
STATE HIGHWAY COMMISSION

Cc: please handle
-Hc

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

INVOICE

POOLE, MCDONIGLE & DICK
STRUCTURAL STEEL FABRICATORS
6330 N. E. HALSEY STREET
PORTLAND 13, OREGON ATlantic 2-3281

F-969

INVOICE DATE 1/26/61

DATE SHIPPED Dec. 1960 Jan., 1961

SHIPPED VIA your truck

CAR NUMBER

F. O. B. COLLECT X PREPAID

YOUR ORDER NO.

SOLD TO • Snook Bros.
P.O. Box 68
Corvallis, Oregon

SHIP TO • you for McKenzie River-Willamette Section

TERMS — NET

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
	INVOICE NO. 3		
	Bid Item 2		
	Two fabricated sign bridges	lump sum	$ 10,300.00
	Bid Item 3		
	Four fabricated sign structures	lump sum	7,332.00
	Bid Item 4		
	Two single post sign structures	lump sum	2,506.00
	Bid Item 5		
	Two cantilever sign structures	lump sum	3,118.00
			23,256.00
	All as per enclosed B/Ls		
	3 gals. Oregon State Red Lead paint B/L 756231 @ $4.45 per gal.		13.35
			$ 23,269.35

INVOICE

POOLE, McGONIGLE & DICK
STRUCTURAL STEEL FABRICATORS
6330 N. E. HALSEY STREET
PORTLAND 13, OREGON — ATlantic 2-3281

OUR INVOICE NO. F - 969

INVOICE DATE 11/27/61

DATE SHIPPED

SHIPPED VIA

CAR NUMBER

F. O. B. COLLECT_____ PREPAID_____

YOUR ORDER NO.

TERMS — NET

SOLD TO • SNOOK BROS.
P. O. Box 687
Corvallis, Oregon

SHIP TO •

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
	To charge you interest as per our agreement		$ 916.83

INVOICE

POOLE, McGONIGLE & DICK
STRUCTURAL STEEL FABRICATORS
6330 N E. HALSEY STREET
PORTLAND 13, OREGON — ATlantic 2-3281

SOLD TO •

. . . Box 697
Corvallis, Oregon

SHIP TO •

OUR INVOICE NO. F 969

INVOICE DATE 11/27/61

DATE SHIPPED

SHIPPED VIA

CAR NUMBER

F. O. B. COLLECT_____ PREPAID_____

YOUR ORDER NO.

TERMS — NET

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
	To Allow You Credit With		
	Back Charge as Per Invoice Issued	. . . . .	$ 2,447.00

Credit

FREIGHT RITE **THIS MEMORANDUM** is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for [illegible] RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which [illegible] carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNED TO (Mail or street address of consignee—For purposes of notification only.)

SNOOK BROS., CONTRACTORS

DESTINATION STATE COUNTY

ROUTE

DELIVERING CARRIER CAR OR VEHICLE INITIALS NO.

[redacted] ADVANCE

SHIPPER'S NO. 39551

OPTIONAL SHIPPER'S NO.

C.O.D. AMT. $

Subject to Section 7 of conditions of applicable bill of lading: If this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

Per

If charges are to be prepaid, write here, "To be Prepaid."

No. Pkgs.	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Subject to Correction)	Class or Rate	CHARGES
32	Anchor Bolt Units with 1 nut, 1 lock nut & 1 washer each. described as follows:			
	2 Units Mk AB141R			
	2 " Mk AB141L			
	2 " Mk AB113L			
	2 " Mk AB113R			
	2 " Mk AB47			
	2 " Mk AB58			
	2 " Mk AB47A			
	2 " Mk AB58A			
	2 " Mk AB512			
	2 " Mk AB526			
	2 " Mk AB134			
	2 " Mk AB124			
	2 " Mk AB506			
	2 " Mk AB533			
	2 " Mk AB506A			
	2 " Mk AB533A			
	F-969			

DO NOT WRITE IN THIS SPACE

SHIPPER

STREET & CITY

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING [redacted] PER [redacted] per truck

SHIPPER'S SIGNATURE [illegible]

FREIGHT BILL — **THIS MEMORANDUM** is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading. [illegible] for a copy or duplicate, covering the property [illegible] herein, and is [illegible] for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNED TO (Mail or street address of consignee. For purposes of notification only.)

SMOOK BROS.

DESTINATION — STATE — COUNTY

Willamette-McKenzie Signs

ROUTE

THEIR TRUCK

DELIVERING CARRIER — CAR OR VEHICLE INITIALS — NO.

SHIPPER'S NO. 39566

ADVANCE

OPTIONAL SHIPPER'S NO.

C.O.D. AMT. $

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

Per

If charges are to be prepaid, write here, "To be Prepaid."

No. Pkgs.	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Subject to Corr.)	Class or Rate	CHARGES
1	Pc. ST1 (1 Pc. 14" Pipe (1 drain pipe (2- 1/2" mach. bolts			
1	Pc. ST2 (1 - 14" Pipe (1 drain pipe (2 - 1/2" mach bolts			
1	Pc. ST3 (1 14" pipe (1 drain pipe (2 1/2" mach bolts			
1	Pc. ST 5 (1-14" pipe (1- drain pipe (2- 1/2" mach bolts			
1	Pc. ST 6 (1-14" pipe (1-drain pipe (2- 1/2" mach bolts			
1	Pc. ST & 7 (1 -14" pipe (1 drain pipe (2 mach bolts 1/2"			

F-969

DO NOT WRITE IN THIS SPACE

SHIPPER

POOLE, McDONALD & DIX

STREET & CITY 6555 N. E. HALLEY ST.
PORTLAND 13, OREGON

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE: Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING _____ PER _____

ORIGIN CARRIER NAME

Their truck

W. Hanks

SHIPPER'S SIGNATURE _____ DATE SHIPPED 12/19/60 PER _____ DATE _____

~~NEGOTIABLE~~ **THIS MEMORANDUM** is an acknowledgment that a Bill of Lading has been issued and is not the original Bill of Lading, nor a copy or duplicate, covering the property named herein and is intended solely for filing or record. RECEIVED subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNED TO (Mail or street address of consignee—For purposes of notification only.) **[illegible] BROS**	SHIPPER'S NO. **39578**
DESTINATION **McKenzie-Willamette Section** STATE COUNTY	ADVANCE
ROUTE	C.O.D. AMT. $
DELIVERING CARRIER **THEIR TRUCK** CAR OR VEHICLE INITIALS NO.	OPTIONAL SHIPPER'S NO.

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

Per

If charges are to be prepaid, write here, "To be Prepaid."

No. Pkgs.	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Sub. to Corr.)	Class or Rate	V	CHARGES
1	Pc. Mk ST10R				
1	Pc. Mk ST10L				
1	Pc. Mk ST9R				
1	Pc. Mk ST9L				
2	Cutters Mk [illegible] G9 & G10				
4	do Mk G9A & G10A				
2	" Mk G9C & G10C				
2	" Mk G9B & G10B				
	R-969				

DO NOT WRITE IN THIS SPACE

SHIPPER
POOLE, McDONIGLE & DICK
STREET & CITY 6330 N. E. HALSEY ST.
PORTLAND, OREGON

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING _____ PER _____

ORIGIN CARRIER NAME
Tohir Truck

SHIPPER'S SIGNATURE [signature] DATE SHIPPED 1/4/61 PER _____ DATE 1-4-61

FREIGHTRITE

THIS MEMORANDUM

is a [illegible] not a bill of lading. It is not title document and is not to be signed. Original must be retained by shipper. Receipt or duplicate covering the property named herein, and is intended solely for filing or record.

Received subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

The property described below, in apparent good order except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination. If on its route, or otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof. If this is a rail or a rail water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNED TO (Mail or street address of consignee—For purposes of notification only.)

SHOOK BROS.

SHIPPER'S NO. 39580

DESTINATION: McKenzie - Willamette Section.

STATE

COUNTY

ADVANCE

OPTIONAL SHIPPER'S NO.

ROUTE: THEIR TRUCK

C.O.D. AMT. $

DELIVERING CARRIER

CAR OR VEHICLE INITIALS

NO.

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

No. Pkgs.	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Sub. to Corr.)	Class or Rate	V	CHARGES
1	Pc. Mk SF 5				
1	Pc. Mk SF 6				
1	Pc. Each Mk G1-G1A-G1B-G1C-G1D				
1	Pc. Each Mk G2-G2A-G2B-G2C-G2D				
1	Pc. Each Mk G3-G3A-G3B-G3C-G3D				
1	Pc. Each Mk G4-G4A-G4B-G4C-G4D				
1	Pc. Each Mk G5-G5A-G5B				
1	Pc. Each Mk G6-G6A-G6B				
1	Pc. Each Mk G7-G7A-G7B-G7A				
1	Pc. Each Mk G8-G8A-G8B -G8A				
	F-969				

Per

If charges are to be prepaid, write here, "To be Prepaid."

DO NOT WRITE IN THIS SPACE

SHIPPER: POOLE, McDONALD & DICK

STREET & CITY: 6555 N. E. HALSEY ST. PORTLAND 13, OREGON

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING _____ PER _____

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

ORIGIN CARRIER NAME: Their Truck

SHIPPER'S SIGNATURE: Telefon

DATE SHIPPED: 1-5-61

PER _____ DATE _____

FREIGHTRITE THIS MEMORANDUM is an acknowledgment that a bill of lading has been issued and is not the Original Bill of Lading, but a true or duplicate covering the shipment named herein and is intended solely for filing or record purposes subject to the classifications and tariffs in effect on the date of receipt by the carrier of the property described in the Original Bill of Lading.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions in the Uniform Domestic Straight Bill of Lading and the Uniform Classifications in effect on the date hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____ which is hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNED TO (Mail or street address of consignee—For purposes of notification only.)

SHROOK BROS.

SHIPPER'S NO. 756355

DESTINATION: McKenzie-Willamette Section | STATE | COUNTY

ROUTE: Their Truck | CAR OR VEHICLE INITIALS | NO.

ADVANCE

OPTIONAL SHIPPER'S NO.

C.O.D. AMT. $

No. Pkgs.	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Sub. to Corr.)	Class or Rate	V	CHARGES
1	lot of misc. steel, bolts, nuts etc. contained in 14 sacks				

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

Per _____

If charges are to be prepaid, write here, "To be Prepaid."

DO NOT WRITE IN THIS SPACE

F-969

SHIPPER [illegible]

STREET & CITY [illegible]

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

ORIGIN CARRIER NAME Their Truck

SHIPPER'S SIGNATURE [signature] DATE SHIPPED 1-5-61

PER Bert McKee DATE

SHIPPING LIST

Shipped to: Shook Bros.
McKenzie-Willamette Section Signs

B/L No.756355
Via: Their truck
Date: Jan. 5, 1961
For Sta. CH12&+45 RT

4 Hex Hd Cap Screws 3/4x2"
8 spring lock washers 3/4" — 1 sack

Sta. LH506+05

4 HS Bolts 1-1/8"x3-3/4"
8 HS Washers 1-1/8" — 1 sack
6 concave washers 2-3/4"
6 convex washers 2-3/4"
6 HS Bolts 1-1/8"x3-3/4"
12 HS Washers 1-1/8"

Sta. LH513+35

4 HS Bolts 1-1/8x3-3/4"
8 HS Washers 1-1/8"
6 convex washers 2-3/4"
6 concave washers 2-3/4" — 1 split sack
6 HS Bolts 1-1/8"x3-3/4"
12 HS Washers 1-1/8"

Sta. CH 141+15

16 HS Bolts 1/2x2"
32 HS Washers 1/2"
22 Mach Bolts 1/2"x5½"
44 Cut washers 1/2"
22 Jam nuts 1/2" — 2 sacks
11 Mach Bolts 5/8x3-3/4"
22 Cut washers 5/8"
11 Jam nuts 5/8"
9 Pin assemblies Mk MH1
2 do Mk MH2
34 Pc. E.S. Galv Pipe 3/8" Mk SL1
34 Pr. Ribbed End Units 3/8"Mk SL3
30 Bolts 3/8x1½" with 1 nut & 2 washers

For Sta. E47+30RT

4 HS Bolts 7/8x3"
8 HS Washers 7/8"
6 convex washers 2¼"
6 Concave washers 2¼" — 1 sack
6 HS Bolts 7/8x3½
12 HS Washers 7/8"

For Sta. B58+20 LT

4 HS Bolts 7/8x3½"
9 HS Washers 7/8"
6 Concave Washers 2¼"
6 Convex Washers 2¼" — 1 sack
6 HS Bolts 7/8x3½"
12 HS Washers 7/8"

For Sta. L512+25RT

4 HS Bolts 1x3½"
8 HS Washers 1"
6 concave washers 2½"
6 convex washers 2½"
6 HS Bolts 1x3½"
12 HS Washers 1"

For Sta. L526+95 LT
4 HS Bolts 1x3½"
8 HS Washers 1"
6 concave washers 2½"
6 convex washers 2½"
6 HS Bolts 1x3½"
12 HS Washers 1"

For Sta. OE13+20LT

4 HS Bolts 5/8x3½"
8 HS Washers 5/8"
4 Hex hd cap screws 3/4x2"
8 spring washers 3/4"

For Sta. OE 113+50

16 HS Bolts 1/2x2"
32 HS Washers 1/2"
22 M. Bolts 1/2x5½"
44 Cut Washers 1/2"
22 Jam Nuts 1/2"
11 M. Bolts 5/8x5-3/4
22 Cut Washers 5/8"
11 Jam Nuts 5/8"
9 Pin assemblies Mk HB1
2 do Mk HB2
34 Pc. E.S. Galv Pipe 3/8" Mk SL1
34 Pc. Welded rod Units 3/8" Mk SL3
30 Bolts 3/8x1¼" with 1 nut & 2 washers

FREIGHT BILL THIS MEMORANDUM is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate covering the property named herein and is intended solely for filing or record. Received subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official Territory, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail water shipment or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNED TO (Mail or street address of consignee—For purposes of notification only.)

SMOOK BROS.

SHIPPER'S NO. 756364

DESTINATION: McKenzie River—Willamette Section | STATE | COUNTY

ROUTE | CAR OR VEHICLE INITIALS | NO.

THEIR TRUCK

ADVANCE

OPTIONAL SHIPPER'S NO.

C.O.D. AMT. $5

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

Per

If charges are to be prepaid, write here, "To be Prepaid."

DO NOT WRITE IN THIS SPACE

No. Pkgs.	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Sub. to Corr.)	Class or Rate	V	CHARGES
1	Pc. Mk. SM5				
1	Pc. Mk. SM1	1100	5		
1	Pc. Mk. SM7				
1	Pc. Mk. SM2 F-969				

SHIPPER: POOLE, KINSELLA & DIXA

STREET & CITY: 6535 S. E. HALSEY ST. PORTLAND 15, OREGON

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING _____ PER _____

SHIPPER'S SIGNATURE Delford

DATE SHIPPED 1-11-61

ORIGIN CARRIER NAME Their Truck

PER _____ DATE _____

EXHIBIT THIS MEMORANDUM is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein and is intended solely for filing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

The property described below, in apparent good order, [illegible] as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said Bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNED TO (Mail or street address of consignee—For purposes of notification only.)
BROOK BROS., CONTRACTORS

SHIPPER'S NO. 756371

DESTINATION: WILLAMETTE-McKENZIE SECTION | STATE | COUNTY

ADVANCE

OPTIONAL SHIPPER'S NO.

ROUTE | CAR OR VEHICLE INITIALS | NO.

C.O.D. AMT. $

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

No. Pkgs.	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Sub. to Corr.)	Class or Rate	V	CHARGES
1	frame Mk 573				
1	frame Mk 574	91.0			
22	shims 2½x3/8x6" for WSL				
	F-969				

Per

If charges are to be prepaid, write here, "To be Prepaid."

DO NOT WRITE IN THIS SPACE

SHIPPER

STREET & CITY: POOLE, McDONALD & DICK, 6530 N. E. HALSEY ST., PORTLAND 13, OREGON

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING _____ PER _____

SHIPPER'S SIGNATURE _____ DATE SHIPPED 1-19-61

ORIGIN CARRIER NAME: Their Truck

PER _____ DATE _____

FREIGHTRITE THIS MEMORANDUM is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate covering the property named herein and is intended solely for filing or record. Rights and liabilities subject to the classifications and tariffs in effect on the date of receipt by the carrier of the property described in the Original Bill of Lading.

The property described below in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in official, southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Agreed that the carrier shall not make delivery of this shipment without payment of freight and all other lawful charges. (See section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:)

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

Per _____

If charges are to be prepaid, write here, "To be Prepaid."

DO NOT WRITE IN THIS SPACE

CONSIGNED TO (Mail or street address of consignee—For purposes of notification only.)

SHOOK BROS CONTRACTORS

SHIPPER'S NO. 756383

DESTINATION STATE COUNTY

McKenzie Willamette Signs

ADVANCE

OPTIONAL SHIPPER'S NO.

ROUTE CAR OR VEHICLE INITIALS NO.

THEIR TRUCK

C.O.D. AMT. $

No. Pkgs.	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Sub. to Corr.)	Class or Rate	V	CHARGES
1	Pc. Mk SF9	1,000			
1	Pc. Mk SF10				
	F-969				

SHIPPER

STREET & CITY

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING _____ PER _____

SHIPPER'S SIGNATURE _____ DATE SHIPPED 1-26-61

ORIGIN CARRIER NAME Tehir Truck

PER _____ DATE _____

FREIGHTRITE THIS MEMORANDUM [illegible] acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading. [illegible] duplicate covering the [illegible] described herein and is executed solely for filing or record. [illegible] subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff, if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNED TO (Mail or street address of consignee—For purposes of notification only.) BROOK BROS CONTRACTORS	SHIPPER'S NO. 39600
DESTINATION: McKenzie Willamette signs — STATE — COUNTY	ADVANCE
ROUTE: Their Truck	C.O.D. AMT. $
DELIVERING CARRIER — CAR OR VEHICLE INITIALS — NO.	OPTIONAL SHIPPER'S NO.

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

Per

If charges are to be prepaid, write here, "To be Prepaid."

No. Pkgs.	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Sub. to Corr.)	Class or Rate	V	CHARGES
2	Pc. WW1				
4	Pc. WW2				
2	Pc. WW3				
2	Pc. WW4				
2	Pc. PA1				
4	Pc. PA2	5300			
2	Pc. PA3				
2	Pc. PA4				
8	Pc. WS1				
10	Pc. WS4				
2	Pc. WS3				
2	Pc. WS2				

F-969

DO NOT WRITE IN THIS SPACE

SHIPPER: POOLE, McDONALD & DIX

STREET & CITY: 6555 N. E. HASSEY ST. PORTLAND 13, OREGON

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING _____ PER _____

ORIGIN CARRIER NAME: Their Truck

SHIPPER'S SIGNATURE: Tetford — DATE SHIPPED: 1-26-61

PER _____ DATE _____

[redacted] **THIS MEMORANDUM** is an acknowledgment that a Bill of Lading has been issued and is not the Original Bill of Lading, nor a copy or duplicate, covering the property named herein, and is intended solely for filing or record.
RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the Original Bill of Lading.

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classifications or tariff which govern the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNED TO (Mail or street address of consignee—For purposes of notification only.)
BROOK BROS.

DESTINATION | STATE | COUNTY

[redacted]

SHIPPER'S NO. 756231

ADVANCE

OPTIONAL SHIPPER'S NO.

CAR OR VEHICLE INITIALS NO.
TIKER TRUCK

C.O.D. AMT. $

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

No. Packages	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Subj. to Corr.)	Class or Rate	V	CHARGES
	5 gal. Cyn. State Red Lead				

Per

If charges are to be prepaid, write here, "To be Prepaid."

DO NOT WRITE IN THIS SPACE

Shipper
[redacted] E. McDONALD & SON
Per
Street & City 6350 N. E. MALSEY ST.
PORTLAND 13, OREGON

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per _____

BRIGHT LUMBER PANEL
TIKER TRUCK

SHIPPER'S SIGNATURE [signature] DATE SHIPPED 2/3/61

PER [signature] DATE _____

FREIGHT BILL THIS MEMORANDUM is an acknowledgment that a Bill of Lading has been issued and the Original Bill of Lading, but a copy or duplicate covering the property named herein, is not available for signing or record. RECEIVED, subject to the classifications and tariffs in effect on the date of the receipt by the carrier of the property described in the original Bill of Lading:

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown) marked, consigned and destined as indicated below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Official, Southern, Western and Illinois Freight Classifications in effect on the date hereof, if this is a rail or a rail-water shipment or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, including those on the back thereof, set forth in the classification or tariff which governs the transportation of this shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

CONSIGNED TO (Mail or street address of consignee—For purposes of notification only.)

BROOK BROS

SHIPPER'S NO. 39577

DESTINATION | STATE | COUNTY

McKenzie-Willamette Signs

ADVANCE

OPTIONAL SHIPPER'S NO.

ROUTE

C.O.D. AMT. $

TOHIR TRUCK

DELIVERING CARRIER | CAR OR VEHICLE INITIALS | NO.

Subject to Section 7 of conditions of applicable bill of lading, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

No. Pkgs.	Kind of Package, Description of Articles, Special marks, and Exceptions	*Weight (Sub. to Corr.)	Class or Rate	V	CHARGES
1	Pc. Mk ST8				
1	Pc. 3" std Galv pipe 17'6"(on above)				
2	M. Bolts 1/2"x5"—on ST8				
1	Pc. Mk ST4				
1	Pc. 3" Galv. drain pipe 15'2"(on above)				
2	mach bolts 1/2"x5"(on pc Mk ST4)				

Per

If charges are to be prepaid, write here, "To be Prepaid."

F-969

DO NOT WRITE IN THIS SPACE

SHIPPER

POOLE, McDONALD & DICK

STREET & CITY 6333 N. E. BALLEY ST.
PORTLAND 13, OREGON

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

NOTE—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING _____ PER _____

ORIGIN CARRIER NAME

Tohir Truck

SHIPPER'S SIGNATURE [signature] DATE SHIPPED 2/3/61

PER _____ DATE _____

RECEIVED
R 20 1962
FOR FILE

FORM E-30 BOM 3-61 24897

I-5 (Q St.)

5715

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1962

SUBJECT:

229 To:

Mr. Tom Edwards
Assistant State Highway Engineer
D E P A R T M E N T

Reference is made to Assignment No. 229 relative to signing for northbound traffic approaching the Q Street Interchange on I-5, as referred to in your letter of March 26 addressed to Division Engineer Pope of the Bureau of Public Roads.

The sign revision requested was completed on April 10, 1962.

W. O. Widdows
Assistant Maintenance Engineer

WOW:nk

RECEIVED
APR 12 1962
STATE HIGHWAY ENGINEER
NOTED
TOM EDWARDS

RECEIVED
APR 17 1962
FOR FILING
5715

April 11, 1962

263

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street
Salem, Oregon

Dear Mr. Polk:

In your letter of April 5 you indicate your approval of sign changes involving the addition of "Eugene" in the vicinity of Junction Point, however, that the manner of making such addition and the position of the route shield is not in accord with the AASHO Manual.

The changes as have been made are temporary and were a matter of expediency pending the obtaining of necessary additional sign panels, etc., with which to make the change in accordance with AASHO specifications.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
G. S. Paxson
F. H. Crandall
bc L. K. George

FBC:njc hlb

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: April 5, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-4(35)193
Signing Installation - McKenzie River-Willamette River
Section of Pacific Freeway

Mr. Edwards, by letter dated March 26, informed this office that changes in signs installed under subject project were being made by State forces. The changes were brought about by the fact that many complaints were received that insufficient exit information was contained on the northbound exit signs at the "Q" Street Interchange.

This office agrees to the addition of the word "Eugene" to the exit direction and the advance exit guide sign for northbound traffic. However, we wish to call your attention to the fact that the composition of the proposed changes are not in accordance with the AASHO manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways dated 1961. The placement of the route shield is to be above the destination message and not to the side as indicated.

RECEIVED
APR 6 - 1962
TRAFFIC ENGINEERING

Bruce
Ed reply
To ll - then we
will change
the shield sign
Ashland - Eugene
was Jamison

RECEIVED
MAR 29 1962
FOR FILING
I-5-4(35)193
5715

March 28, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Project No. I-5-4(35)193
Contract No. 5715

Dear Sir:

Shortly after opening Interstate 5 through the "Q" Street Interchange and across the Willamette River at Judkins Point, it became evident that our signing of the northbound off-ramp at "Q" Street was inadequate. We had many complaints immediately after opening and began studying a revised signing which has been discussed with your people and which we believe to be within the policy set forth in the sign manual.

Change was delayed for a time in hopes that we could incorporate this with other work, but complaints have become so insistent that we must proceed.

We attach TED Drawings No. 8109 and 8110 delineating the changes. These revisions are underway this date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jw

Attach.

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
F. D. Morgan
L. R. Chandler
W. C. Widdows

NOTE: A set of plans was given to Mr. Widdows Friday, March 23, 1962 with a request to change signs by Monday night, March 26th and move Sign No. 5 as soon as possible.
JAH

RECEIVED
OCT 26 1961
FOR FILING

5715

October 25, 1961

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
220 Montgomery Street
San Francisco 6, California

Gentlemen:

State Highway contract #5715 for signing-illumination-signal installation on the McKenzie River-Willamette River Section of Pacific Highway in Lane County was completed by the contractor, Trowbridge Electric Co., on September 29, 1961, and was formally accepted by the Highway Commission on October 20, 1961.

Final payment in the amount of $12,204.20 will be released to the contractor on or after November 1, 1961. The total contract amount is $139,153.66, of which amount $95.04 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Ken Bailey Ins. Agency
Pacific Bldg.,
Roseburg, Oregon

cc: Trowbridge Electric Co.,
721 SE Oak Ave.,
Roseburg, Oregon

RECEIVED
OCT 11 1961
COMMISSION TO
FOR FILING

M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5715

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 11, 1961

Mr. C. C. Polk
Division Engineer
U. S. Bureau of Public Roads
477 N. E. Cottage St.
Salem, Oregon

Dear Mr. Polk:

Re: McKenzie River-Willamette River
Signs and Illumination

Trowbridge Electric Company completed work on the McKenzie River-Willamette River Signs and Illumination Project on the Pacific Highway in Lane County, Contract No. 5715, FAP No. I-5-4(35)193, on September 29, 1961.

Very truly yours,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

dl
CC: J. W. Nash
D. B. Parkes
Floyd Quary

NOTED ON CARD
ic

RECEIVED
FEB 28 1961
FOR FILING
I-5-4(35)193
5715

February 28, 1961

Trowbridge Electric Company
721 S. E. Oak Avenue
Roseburg, Oregon

Attention: Mr. Ray O. Sims

Gentlemen:

Under date of January 20, 1961, you submitted tax exempt certificates for lamps used in the illumination of the "A" Street Interchange near Eugene. I am returning these certificates for further processing by your office.

You will note that this requires the order number under which you purchased the lamps from the General Electric Company and also in the Certificate of Agent or Ultimate Vendor is a statement that the tax refund was actually allowed to the exempt purchaser, in this case the State. We have nothing in our records to show that in the preparation of your bid you considered the tax refund in establishing the price bid for the lamps. If you can furnish us with definite evidence that such allowance was made and fill out the order number and date on the certificate, we will be glad to process the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ss

cc to: Mr. W. C. Williams, Mr. F. B. Crandall, Mr. F. D. Morgan, Mr. R. W. Ellison

FORM E-20 50M 7 60 79308

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1961

SUBJECT: Federal Excise Tax Exemption Certificates

To:
G. S. Paxson
Ass't. State Highway Engineer
O F F I C E

You will find attached Federal Excise Tax Exemption Certificates which the Trowbridge Electric Company has sent to us with the request that they be signed in order that a tax refund might be obtained from the Federal Government. We have checked this matter with our Legal Division and they are somewhat of the opinion that perhaps the contractor might be entitled to this tax refund. However, in checking with our Accounting Division, we found that no precedent has ever been established in this matter.

It is the Accounting Division's opinion that the contractor included in his bid price to the State of Oregon whatever Federal Excise Tax amount might be necessary and tnat if this was not so, some form of definite proof should be submitted to show otherwise. We are therefore, submitting the attached suggested draft based on the recommendations of the Accounting Division.

F. B. Crandall
Traffic Engineer

LEG:pk
Attachments

RECEIVED
FEB 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-20 REV. 7-60 3M-58

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1961

SUBJECT: Contractors' Claim for Federal Tax Exemption

To: Mr. F. B. Crandall
Traffic Engineer

O F F I C E

In answer to your question as to whether a contractor may claim a Federal Manufacturers' Excise Tax exemption by virtue of the fact that he has dealt with a state agency, Section 4221 (a)(4) of the 1954 Internal Revenue Code as amended (1958) and the regulations prescribed thereunder, authorize an ultimate vendor (dealer) to receive credit from the manufacturer for such tax if he submits an exemption certificate signed by an exempt purchaser and swears, subject to penalty, that the tax refund was actually allowed to the exempt purchaser (see certification of ultimate vendor on General Electric form). In turn the manufacturer may then claim credit from the United States Government.

2/24/61
Don has not signed any of these
L.G.

In reference to your inquiry as to who should sign the exemption certificate, the accounting division informs me that they have encountered similar transactions and will handle the certificate if sent to them, attention Mr. D. B. Taylor.

LEONARD W. PEARLMAN
Staff Attorney

LWP:bjk
cc: L. I. Lindas
Frank McKinney

P. S. If we are unable to determine that the tax exemption was allowed us on the contract, we should have a letter from the contractor stating that this was done.

NOTED

RECEIVED
FEB 8 1961
TRAFFIC ENGINEERING

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 3, 1961

SUBJECT: Contractors Claim for Federal Tax Exemption

To: Leonard Lindas
Chief Counsel
O F F I C E

The Trowbridge Electric Company is currently installing an illumination project at the "Q" Street Irterchange near Eugene on US99. In the course of this project the contractor has submitted to the State a Federal excise tax exemption certificate which will enable him to a claim of 4.7 percent special exempt tax discount on mercury vapor lamps which he has purchased for use on this contract. We have no proof that they have reduced the bid to the State by the amount that he would be reimbursed. It is assumed that he would claim that this reimbursement was computed in his original bid price.

This matter has been checked with the local Office of Bureau of Public Roads and to their knowledge there has been no precedent on which to base any information or advice. The exemption certificate tax refers to section 4221 (a) of the 1954 Internal Revenue Code.

It is the request of this Office that you furnish us with an opinion as to whether or not the contractor is legally entitled to this tax exemption on the material involved and if so who should sign the tax exemption certificate.

F. B. Crandall
Traffic Engineer

LEG:es
Attachment

DUPLICATE

721 S.E. OAK ST.

...OWBRIDGE ELECTRIC CO.

ELECTRICAL CONTRACTORS

DEALERS IN ELECTRICAL SUPPLIES AND FIXTURES

"Dependable Service"

Roseburg, Oregon

Customer's Order No. _____ Date _____ 196__

M: _____

Address _____

SOLD BY	CASH	C.O.D.	CHARGE	ON ACCT	MDSE. RET'D	PAID OUT

QUANTITY	DESCRIPTION	PRICE	AMOUNT
37			
18			
90			
	SALES TAX		

ALL claims and returned goods MUST be accompanied by this bill

Rec'd by

103

DATE

DONE

PLEASE REPLY HERE

DATE

c
o
p
y

TROWBRIDGE ELECTRIC COMPANY
721 SE Oak Avenue
ORchard 8-5521
Roseburg, Oregon

January 20, 1961

Oregon State Highway Department
Mr. Bob Ellison, Resident Bridge Engineer
2191 East 15th Avenue
Eugene, Oregon

Dear Bob:

Attached please find an invoice and Tax Exemption Certificate covering the lamps used on the Highway Lighting that we are currently performing.

We would appreciate your signing the Exemption Certificate where marked with a red X so that we may obtain the tax exemption on the lamps which we are entitled to.

Please return all of this submittal to this office.

Very truly yours,

TROWBRIDGE ELECTRIC COMPANY

s/ Ray. O. Sims

copy made:
2-27-61 njc

c
o
p
y

RECEIVED
FEB 9 1961
FOR FILING
I-5-4(35)193
5715

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

February 7, 1961

By:
D. M. Emrich
Acting Division Engineer

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Projects I-5-4(35)193 & S-145(7)
McKenzie River-Willamette River, Signing and Illumination

Returned herewith is Price Agreement No. 2 relating to subject project.

In reviewing this agreement it was noted that the various unit prices have not been supported by an appropriate cost analysis. Such an analysis is necessary on all price agreements before submission to our office for approval.

Approval is withheld pending your submission of the necessary supporting data.

Attachments

Gantz

RECEIVED
JAN 13 196
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

1-5-4(35)193
5715

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: January 16, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-5-4(35)193
McKenzie River-Willamette River Signing, Illumination and Traffic Signals
Contract No. 5715

Reference is made to Mr. Merchant's letter of January 12, 1961 to Mr. F. D. Morgan giving approval to the proposed subcontract between Trowbridge Electric Co., prime contractor for subject project and the Darrell T. Stuart Company.

Mr. Merchant's letter indicates that the subcontract will be for work described by prime contract items 16 and 17. This being true, then the total approved subcontracts for this project will exceed the 50% allowable. This of course is not permissable. However, if this is not the case and the proposed subcontract is for only a part of items 16 and 17 then it will be necessary that you set forth in your letter that portion of work for which the subcontract is intended.

Mr. Merchant's letters are being returned herewith.

Attachments

Merchant
Porter

RECEIVED
FORREST COOPER

RECEIVED
JAN 17 196
STATE
HIGHWAY ENGINEER

FORM E-30 50M 7-60 29398

~~REGION 8 FILE COPY~~

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1961

To:

SUBJECT: McKenzie River—Willamette River
Signing, Illumination & Signals
Pacific Highway, Lane County
Contract 5715, Job No. 8846
FAP No. I-5-4(35)193

Mr. F. D. Morgan
Division Engineer
Oregon State Highway Department
P. O. Box 551
Roseburg, Oregon

The proposed subcontract between the prime contractor and Darrell T. Stuart Company dated December 14, 1960 for work described by prime contract items 16 and 17 is approved.

The attached copies are for your distribution to the interested parties.

Ivan D. Merchant
Bridge Engineer

WDG/mm

cc: Mr. C. G. Polk ✓

Dear Mr. Polk:

This is the third subcontract approved on this prime contract. The total amount of these subcontracts is $44,822.70, and this is approximately 32.8% of the prime contract amount.

IDM

RECEIVED
DEC 27 1960
FOR FILING
I-5-4 (35) 193
5715

December 23, 1960

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon

Dear Mr. McKinley:

Reference is made to your letter of December 21 concerning illumination and signalization at the Coburg Road and "Q" Street intersection. It will be about 30 days before the installation is complete and ready for delivery of power. I hope that within that time the matter can be disposed of with the City Council.

I agree that there is need of these services at the intersection, and we will get the lighting system in operation as soon as it is ready and will confer further with you with reference to the cost of operation.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Pearson
Assistant State Highway Engineer

CSPiss

cc to: Mr. W. C. Williams
Mr. F. B. Crandall

CITY OF EUGENE

OFFICE OF CITY MANAGER
EUGENE, OREGON

DECEMBER 21, 1960

MR. W. C. WILLIAMS
STATE HIGHWAY ENGINEER
STATE HIGHWAY DEPARTMENT
SALEM, OREGON

ATTN: MR. G. S. PACKSON, ASST. STATE HIGHWAY ENGINEER

DEAR MR. PACKSON:

YOU WROTE TO THE CITY OF EUGENE ON NOVEMBER 15, 1960 REQUESTING THAT THE CITY ASSUME THE COST OF ILLUMINATION AND SIGNALIZATION BETWEEN THE FERRY STREET BRIDGE AND A POINT EAST OF OAKWAY. THIS WORK WAS SHOWN ON T.E.D. DRAWING NO. 1492 AND T.E.D. DRAWING NO. 1390.

WHEN YOUR LETTER WAS RECEIVED I ASKED THE EUGENE WATER AND ELECTRIC BOARD TO GIVE ME AN ESTIMATE OF THE COST TO THE CITY OF ASSUMING THIS MAINTENANCE AND OPERATION FUNCTION. THE EUGENE WATER AND ELECTRIC BOARD INFORMS ME THAT THEY DO NOT HAVE A SCHEDULE FOR THIS PARTICULAR TYPE OF INSTALLATION AND ARE STUDYING THE MATTER WITH A VIEW TO GETTING THE BOARD TO SET A MONTHLY COST FIGURE. I HAVE DELAYED TAKING MATTER TO THE CITY COUNCIL PENDING RECEIPT OF THE FIGURE FROM THE EUGENE WATER AND ELECTRIC BOARD BECAUSE I AM NOT NOW IN A POSITION TO TELL THE COUNCIL WHAT THE APPROXIMATE COST WILL BE. WHEN THAT FIGURE IS RECEIVED, AND ASSUMING THAT IT CAN BE FITTED INTO OUR STREETING LIGHTING BUDGET, I WILL BE HAPPY TO RECOMMEND TO THE CITY COUNCIL THAT YOUR REQUEST BE COMPLIED WITH.

IN THE MEANTIME, SHOULD YOU DESIRE TO ACTIVATE THE LIGHTING AND THE SIGNALS AT THE OAKWAY INTERSECTION WITH COBRUG ROAD, IT WOULD SEEM TO BE FEASIBLE FOR THIS TO BE DONE AND AN ADJUSTMENT TO BE MADE WHEN THE SCHEDULE IS RECEIVED FROM EUGENE WATER AND ELECTRIC BOARD AND WHEN THE COUNCIL HAS ACTED UPON THE PROPOSED AGREEMENT. THE LIGHTING OF THIS AREA IS NEEDED NOW BECAUSE OF THE RAINY AND FOGGY NIGHTS AND THE AMOUNT OF TRAFFIC BEING HANDLED IN THIS STRETCH OF THE STREET SYSTEM.

I HOPE THAT IT WILL BE POSSIBLE TO COMPLETE THIS TRANSACTION IN THE NEAR FUTURE TO OUR MUTUAL SATISFACTION.

VERY TRULY YOURS,

HUGH McKINLEY
CITY MANAGER

HM:J

RECEIVED
DEC 22 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1960
FOR FILING

CITY OF EUGENE

OFFICE OF CITY MANAGER
EUGENE, OREGON

DECEMBER 19, 1960

EUGENE WATER & ELECTRIC BOARD
P.O. BOX 1112
EUGENE, OREGON

ATTN: MR. WHITNEY

GENTLEMEN:

IN ACCORDANCE WITH THE AGREEMENT BETWEEN THE CITY OF EUGENE AND THE OREGON STATE HIGHWAY DEPARTMENT, THE CITY OF EUGENE WISHES TO INFORM YOU OF ITS COMMITTMENT TO ASSUME THE COST OF THE MAINTENANCE AND OPERATION OF THE ILLUMINATION INSTALLATION ON THE FERRY STREET-SOUTHBOUND OFF-RAMP SECTION OF THE PACIFIC HIGHWAY WEST IN THE CITY OF EUGENE. PLEASE ADJUST YOUR RECORDS ACCORDINGLY AND BILL THE CITY OF EUGENE FOR THIS SERVICE.

VERY TRULY YOURS,

HUGH MCKINLEY
CITY MANAGER

HMcK:j
cc: OREGON STATE HWY DPT
ATTN MR. FLOYD QUERY, SECTY

RECEIVED
DEC 19 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1960
FOR FILING
1 & 4 (35) 193
5715

November 15, 1960

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon

Dear Mr. McKinley:

The Oregon State Highway Department has let a contract for the signalization of the intersection of Coburg Road and the off ramp from the "Q" Street freeway. At the same time, we let to contract the illumination of that portion of Coburg Road and the "Q" Street ramp connections thereto from the Ferry Street bridge to a point east of Oak Way. This work is as shown on TED Drawing No. 1492 and TED Drawing No. 1390, copies of which were made available to you by our Traffic Engineer in oral discussion on this subject.

At the time the Commission let this work to contract, the area was outside the corporate limits of Eugene, and subsequent annexations have extended this area. In keeping with Departmental policies, it is respectfully requested that the City of Eugene assume the maintenance and operation of the signal and lighting signalization. Normally, the City and State share equally in the cost of signalization. In this instance, however, we will waive this stipulation and assume the total cost. We likewise will assume the total cost of the installation of illumination.

If this meets with your approval, we would be pleased to prepare an agreement covering the points in question.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Pearson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams, Mr. F. B. Crandall, Mr. C. H. Maison
Mr. W. O. Middows

JAH:njc as

RECEIVED
OCT 10 1960
FOR FILING

1-5-4(35)193

5715

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
October 10, 1960

To: Mr. F. D. Morgan
Division Engineer
Roseburg, Oregon

SUBJECT: McKenzie R. - Willamette R. Section
Signs, Signals and Illumination
Job No. 8646
Contract 5715

Enclosed please find a letter from Trowbridge Electric Company, contractor on the subject project which states the position of Roy L. Houck and Sons, paving contractors on the McKenzie River - Willamette River section of the Pacific Hwy., regarding the installation of light poles and sign posts on the subject project. The additional cost mentioned involves the obstruction to continuous movement of the paving contractor's shoulder rock placing machine presented by any poles which are placed within the gravelled shoulder slope area and also involves the hand work required to shape the gravelled shoulder slopes adjacent to the pole base.

It is my understanding that the lighting and signing contractor cannot place any poles until the shaping of the gravelled shoulder slope is completed in order that the paving contractor not be caused extra expense. This being the case, it is possible that the lighting and signing of the subject project will not be completed until next year after such time as the paving contractor has paved the shoulders and placed the gravelled shoulder slopes.

If it is desireable that the "[illegible] Street Interchange and the Coburg Road - Ferry Street Interchange be lighted this year some agreement with the paving contractor regarding the cost of additional work around the light poles and sign posts should be made. One solution might be as suggested in the enclosed letter whereby the additional hand work necessary be done by the lighting contractor. This may also involve an agreement with the paving contractor regarding working his equipment around the light poles and sign posts.

Because the lighting contractor has been allowed to work only in areas which would not interfere with the paving contractor, I have not been able to give him official notification that the site is available for his occupancy nor have I been able to charge him workdays.

Although the work areas available have been limited the contractor has been working intermittently and has placed some buried cables and installed some of the concrete light pole bases.

K. W. Killiecn
Resident Bridge Engineer

KWK:wfr
cc: I. D. Merchant
E. G. Ricketts
L. R. Allen

October 7, 1960

Oregon State Highway Department
2191 East 19th Avenue
Eugene, Oregon

Attention: R. M. Elliott
Resident Engineer

Re: Multnomah River-Willamette River
Section, Lighting, Signals and
Illumination
Job #20866 - Contract #5715

Gentlemen:

Since we have a good deal of the wire in place and the concrete street light bases completed, we are in a position to proceed with the installation of the poles and luminaires. These items have been purchased and are ready for delivery to the site upon notification. However, Ray L. Knuth and Sons, according to specifications, have precedence over the control of the work. We have contacted them and they advise that the installation of the poles would not materially affect the job but there would be a slight cost involved.

Since the Highway is scheduled for opening on the 1st of November, it would appear that it would be good judgement to proceed with the installation of the poles and negotiate the additional cost.

Please advise if you wish us to prepare a cost estimate prior to proceeding with the work.

Very truly yours,

THOMPSON ELECTRIC COMPANY

Ray O. Sims

ROS/mr

FORM S-123

RECEIVED
JUL - 5 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

I-5-4(5)174
5715

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 5, 1960

Trowbridge Electric Company
721 SE Oak Avenue
Roseburg
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5715, awarded June 2, 1960, for signing-illumination-signal installations on the McKenzie River-Willamette River Section of Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
JUN - 6 1960
FOR FILING

5715

June 3, 1960

Trowbridge Electric
721 S.E. Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission on June 2, 1960 awarded to you State Highway Contract No. 5715 for signing, illumination and traffic signal installations on the McKenzie River-Willamette River Section of the Pacific Highway in Lane County.

This award was based on your bid of $136,676.00 which was the low bid submitted to the Commission on June 1, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED
FOR FILING
F 5 11(25)193
5715

When replying, refer to
08-35.4-0

408 State Highway Building
Salem, Oregon

June 2, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5715 for Oregon Project I-5-4(35)193, McKenzie River-Willamette River Section, Pacific Highway, (signing, signals & illumination), to Trowbridge Electric of Roseburg, Oregon, low bidder in the total amount of $136,676.00 for this project and projects I-105-4(104)195 and S-145(7), at the June 1, 1960 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Porter

NOTED

RECEIVED
JUN 10
FOR FILING

When replying, refer to
08-35.4-0

408 State Highway Building
Salem, Oregon

June 2, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5715 for Oregon Project I-105-4(104)195, McKenzie River-Willamette River Section ("Q" Street), signing, signals & illumination, to Trowbridge Electric of Roseburg, Oregon, low bidder in the total amount of $136,676.00 for this project and projects I-5-4(35)193 and S-145(7), at the June 1, 1960 bid opening.

Very truly yours,

C. C. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Route

NOTED

RECEIVED

I-5-4(35)193

5715

I-5-4(35)193

When replying, refer to
08-35.4

408 State Highway Building
Salem, Oregon

May 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(35)193, providing for signing and illumination of the "Q" Street interchange, McKenzie River-Willamette River Section of the Pacific Highway in Lane County.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

4-6609 Astoria Ferry Channel 1960
Dredging Proj.
#5716

Mr. Williams

RECEIVED
NOV - 1 1960
FOR FILING
4-6609

NOTED
W. C. WILLIAMS

October 28, 1960

Astoria Ferry Channel
Contract No. 5716

FINAL COST ANALYSIS
Dredge Excavation
Contractor: Port of Astoria
Resident Engineer: E.J. Hall

Clatsop County
Prefix 4-6609-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Dredge Excavation	93,669.20	Cu. Yd.	0.2125	0.1867	17,484.43	19,904.71

Gross Revenue	$ 19,904.71
Total Cost	17,484.43
Net Profit	$ 2,420.28

Net Profit equals 12.16% of Gross Revenue

DETAIL OF COST - Contract No. 5716

Labor:		
Labor and Supervision	$ 8,246.38	
Insurance, Welfare and Pensions	650.13	$ 8,896.51
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	4,838.40	
Gas, Oil, Diesel, Grease	3,500.00	
Bond	99.52	
Overhead	150.00	8,587.92
TOTAL COST		$ 17,484.43

Remarks - Contract No. 5716

This was a "State Project" and the work to be performed under this contract was governed by the applicable and pertinent "General Provisions" set forth in Division 1, Section 1 to 9 inclusive of the "Standard Specifications for Highway Construction" except as the same may be modified, supplemented, or superseded by the special provisions.

The work to be done under the contract consisted of the following work on the Astoria Ferry Channel along a portion of the Astoria crossing range channel in Clatsop County: the dredging of approximately 3, 000 feet of the ferry channel, involving approximately 100, 000 cubic yards of dredge excavation.

Bids were received June 1, 1960; the dredge started working June 13, 1960 at 7:00 p.m. Continuous pumping for 115 hours 14 minutes finished the project.

Equipment used on the project: 20" Natoma dredge, tug Lovall, tug Mudhen and 2300-foot floating pontoon line.

The equipment was in fine shape, supervision was excellent and a very good profit was realized.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
AUG 9 - 1960
FOR FILING

5716

August 8, 1960

The Travelers Indemnity Co.,
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

State Highway contract #5716 for dredging the Astoria Ferry Channel on the Columbia River in Clatsop County was completed by the contractor, Port of Astoria, on June 19, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $597.14 will be released to the contractor on or after August 18, 1960. The total contract amount is $19,904.71, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Travelers Indemnity Co.,
Phil Grossmayer Co.,
P. O. Box 1191
Portland 7, Oregon

Form E-1—(Rev.)—

4-6609

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 15, 1960

Section Astoria Ferry Channel

Highway Oregon Coast County Clatsop

Contractor Port of Astoria

Date of contract June 2, 1960

Date work started June 13, 1960

Project authorization . . . . . $ 23,906.25

Exclusive of engineering . . . . $ 22,206.25

Kind of work Dredging

Section prefix 4-6609

Contract number 5716

Specified work days 20

Work days used 5

Per cent of time elapsed 25 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 19,904.47

Estimated per cent ~~overrun or~~ underrun . . . . . 9.6 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,700.00

Engineering cost to date $ 1,700.00, 100 %

Date project was completed June 19, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	~~DRAINAGE~~	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	Dredging 100					

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimated completed on Friday.

FINAL REPORT

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUL 18 1960
NOTED-- CE ACE AGE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed E. Bell Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	~~Grading~~ Dredging 0.56				
Miles partially completed					
Miles completed	0.56				
Total estimated quantities (contract)	100,000 C.Y.				
Total quantities corrected to date	93,669 C.Y.				
Estimated quantities moved or placed to date	93,669 C.Y.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday			

FORM E-120

RECEIVED
JUL - 5 1960
FOR FILING

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

4-6609

5716

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 5, 1960

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Port of Astoria
Port Docks
Astoria
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5716, awarded June 2, 1960, for dredging the Astoria Ferry Channel in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
JUN - 6 1960
FOR FILING
4-6609
5716

June 3, 1960

Port of Astoria
P. O. Box 569
Astoria, Oregon

Gentlemen:

The State Highway Commission on June 2, 1960 awarded to you State Highway Contract No. 5716 for the Astoria Ferry Channel Dredging Project in Clatsop County.

This award was based on your bid of $21,250 which was the low bid submitted to the Commission on June 1, 1960 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
JUN - 1 1960
FOR FILING
4-6609
5716

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NOTED
W. G. WILLIAMS

NPPKS-4
NPP 285/70b(Col.R.-Dredging)-103.

24 May 1960

PUBLIC NOTICE

The Oregon State Highway Department, Salem, Oregon, has applied to the U. S. Army Engineers for a permit to dredge the ferry channel in Columbia River at Astoria, Oregon.

It is planned to remove about 100,000 cubic yards of material to a depth not to exceed 15 feet below mean lower low water.

The proposed work is shown on a sketch on the reverse side of this notice.

Letters concerning the effect of the work on navigation are requested from all interested parties, particularly navigation interests and state, port and other local authorities. Replies to this notice should be addressed to the District Engineer and mailed to reach this office not later than 31 May 1960.

T. W. RAGSDALE
Chief, Operations Division

NOTED
U.S. PAYSEN

RECEIVED
MAY 26 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
MAY 26 1960
OREGON
STATE HIGHWAY COMMISSION

WASH.

SKETCH MAP

0 1000 2000
YARDS

Soundings in Feet at Mean
Lower Low Water
Condition Survey 3-24-60

MEGLER

Occ G

FIG

Pt. Ellice

MEGLER RANGE

COLUMBIA RIVER

TAYLOR SANDS

Flood

Ebb

BW "AC"

SL FI BELL

CHANNEL DREDGING PROJECT

SANDS

DESDEMONA

DISPOSAL AREA

Crest Line

TANSY POINT RANGE

ASTORIA RANGE

CROSSING RANGE

ASTORIA

ORE.

RECEIVED
MAY 24 1960
FOR FILING
4-6609
5716

Ckel-
These are your
File copies
Pat

May 23, 1960

U. S. Army
Corps of Engineers
628 Pittlock Block
Portland 5, Oregon

Gentlemen:

Enclosed is a set of Contract Special Provisions and a sketch showing the proposed channel widening between Astoria, Oregon and Megler, Washington, in the Columbia River.

We are applying for a permit to do the work covered in these specifications. I realize that we are allowing very little time for your inspection and approval on this work; however, due to the circumstances involving the availability of dredges in that vicinity, it was necessary that this contract be let in the next Commission meeting, which is June 2-3. Therefore, we beg your indulgence and request your approval at the earliest possible date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

EFC:pa
encl.

334-1712 Cornelius (NW 1st Ave.) 1960
Grad. & Pav. Proj.
#5717

OREGON STATE HIGHWAY DEPARTMENT

NOTED
H. S. COX

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/16/60	co 631		[redacted]295 C. G. SWANSON NOTED

INVOICE NUMBER **67804**

City of Cornelius
Cornelius, Oregon

Attn: J. D. Harleman, City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: City's share of cost of N. W. First Avenue grading, basing, and paving project covered by agreement dated May 4, 1960.		NOTED Harold C. Ayers	
		[redacted] V. R. JONES	$4,350.00
Advance Deposit			
As per attached statement:			
Total cost $43,603.36			
Agreed State share 20,000.00			
Agreed City share			23,603.36
To be refunded			$ 746.64

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 19 1960
ENGINEER
COUNTY & CITY RELATIONS

ACC[illegible] [illegible]QUEST

A 150 (REVISED 7-60)

Form A-181—10M—

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
Harold C. Ayers

NOTED
H. S. COX

Address invoice to:

City of Cornelius
Cornelius, Oregon

Attention of J. D. Harleman, City Manager

Request No. (assigned by staff engineer or head of division) cc-651

Date 12/16/60

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City's share of cost of N.W. First Avenue grading, basing, and paving project covered by agreement dated May 4, 1960.

Itemized Statement: City Advance Deposit $4,350.00

Quantity	Unit	Description	Unit Price	Amount
		As per attached statement:		
		Total cost $23,603.36		
		Agreed State Share 20,000.00		
		Agreed City Share		3,603.36
NOTE JOHN D. GRAHAM		PAYMENT DUE CITY		$ 746.64

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? . . . . . $ 4,350.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:

334-1712-295

Submitted by:

H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

December 15, 1960

CONTRACT NO. 5717
N.W. First Avenue

SPECIAL CITY ALLOTMENT PROJECT
City of Cornelius

PAYMENTS TO CONTRACTOR:

	Item	Quantity		@	Total
1.	Drainage excavation	258	c.y.	$ 1.00	$ 258.00
2.	General excavation	2739.7	c.y.	1.00	2,739.70
3.	12" concrete pipe	1259	l.f.	1.55	1,951.45
4.	18" 12-gauge metal pipe	30	l.f.	26.00	780.00
5.	Concrete inlets	3	only	90.00	270.00
6.	Adjust manholes	3	only	40.00	120.00
7.	Coarse crushed material	2660	c.y.	2.50	6,650.00
8.	3/4"-0" material in base and shoulders	537	c.y.	3.00	1,611.00
9.	Sprinkling	64.5	M/gal.	4.50	290.25
10.	Class B asphalt. concrete	692.14	tons	7.60	5,260.26
11.	Extra for paving approaches	16	each	75.00	1,200.00
	Flagging				49.98

Subtotal, Construction Items	$21,180.64
Engineering & Contingencies	1,447.67
Survey	975.05
Total Cost	$23,603.36
State's Share	20,000.00
City's Share	$ 3,603.36
City's Deposit	4,350.00
PAYMENT DUE CITY	$ 746.64

HCA:mm

RECEIVED
NOV 10 1960
FOR FILING
334 1112
5717

November 9, 1960

American Surety Co.,
600 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5717 for grading-paving NW 1st Avenue in Cornelius, Washington County, was completed by the contractor, M & M Paving Co., on September 9, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $633.92 will be released to the contractor on or after November 19, 1960. The total contract amount is $21,180.64, of which amount $49.98 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Form E-1—(Rev.)—

334 - 1712

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 1, 19 60

Section Cornelius (N.W. First Ave.)
Highway City Street County
Contractor M & M Paving Co.
Date of contract June 6, 19 60
Date work started June 16, 19 60
Project authorization . . . . . $ 23,606.44
Exclusive of engineering . . . . $ 21,927.76

Kind of work Grading and Paving
Section prefix 334 - 1712
Contract number 5717
Specified work days 60
Work days used 60
Per cent of time elapsed 100.00 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 21,180.55
Estimated per cent overrun or underrun . . . . . 3.41 %
Per cent of contract completed, based on estimated cost . . . . . 100.00 %
Engineering authorization . . . . $ 1,678.68
Engineering cost to date $ 1,678.68, 100.00 %

Date project was completed September 9, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100		100	100	Commercial Plant

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final was completed and submitted to Division Office on Tuesday, September 27, 1960.

Note.
M. N. June

NOTED
Asst. R. Engr.

CONSTRUCTION DIVISION
RECEIVED
OCT 3 1960
NOTED-- CE AE ACE SOE

Signed Darrell W. Corbett Engineer

Address PO Box 4699, Sellwood Sta., Portland 2,

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.31	0.31			0.31
Miles partially completed					
Miles completed	0.31	0.31			0.31
Total estimated quantities (contract)	2,470	2,820			730.00
Total quantities corrected to date	2,739.7	3,197			692.14
Estimated quantities moved or placed to date	2,739.7	3,197			692.14
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
SEP 26 1960
FOR FILING
334-1712
5717

Salem, Oregon
September 26, 1960

R. R. Protective Charges
Cornelius (N.W. 1st Ave.) Sec.
Contract #5717
Washington County

Mr. James W. Cochell
Resident Highway Engineer
P.O. Box 154
Hillsboro, Oregon

The subject contract provides that the contractor shall bear protective railroad costs, including railroad provided flagging.

Will you please advise us if there are any such charges to be deducted from the contractor, and if so, an estimate of the amount.

This information is necessary before the contract is finalled.

D. B. Parkes
Contract Payments Engineer

cc: A. E. Johnsen

DBP:sw

FORM E-125

RECEIVED
JUL - 6 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

234-1712

5717

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 6, 1960

M & M Paving Co.,
Route 2, Box 186
Cornelius
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5717, awarded June 6, 1960, for grading-paving NW First Avenue in Cornelius, Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

NOTED
H. S. COX

NOTED
C. G. SWENSON

June 14, 1960

Mr. J. D. Harleman
City Manager
City Hall
Cornelius, Oregon

NOTED
Harold C. Ayers

Dear Sir:

We have received the City's advance deposit of $4,350 on the special city allotment project on N.W. First Avenue and have awarded contract number 5717 to the M & M Paving Company of Cornelius.

Enclosed for your records are copies of the contract and plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm
Encl.

RECEIVED
JUN 10 1960
FOR FILING
334-1712
5717

June 10, 1960

Mr. H. F. Hoy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

We are mailing under separate cover a copy of our Contract No. 5717 covering grading and paving work on the Cornelius Grading and Paving Project on N. W. First Avenue, in Washington County.

This contract applies to the work described in our letter of June 3, 1960, wherein a copy of the special provisions and plans for the project were at that time mailed to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

WCW:RLP:jb

cc: C. S. Pearson
J. W. De Sousa

Salem, Oregon
June 6, 1960

NOTED
C. G. SWENSON

Cornelius (NW 1st Avenue) Section

Mr. R. L. Porter
Office Engineer
O F F I C E

NOTED
H. S. COX

NOTED
Harold C. Ayers

#4350.00

The required advance deposit has been received from the city of Cornelius. This project is now clear for award of a contract.

C. G. Swenson
County and City Relations Engineer

CGS:mm

RECEIVED
FOR FILING

5717

Cornelius

CITY OF CORNELIUS
CORNELIUS, OREGON

June 3, 1960

NOTED
W. C. WILLIAMS

State Highway Department
Salem
Oregon

Attn: W. C. Williams
State Highway Engineer

Gentlemen:

As requested in your letter of June 2, 1960, we are enclosing our check for $4,350.00 per our agreement to pay all costs in excess of $20,000.00.

Yours very truly,

CITY OF CORNELIUS

J. D. Harleman

J. D. Harleman
City Manager

Enc.

Check sent to Acct. Div., 6-6-60.
Photo copy of letter sent to Co-City Rel.
C.H.

RECEIVED
JUN 6 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN - 3 1960
FOR FILING

5717

Cornelius

June 3, 1960

Mr. H. F. Hoy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

In checking our files we find that we failed to mail you special provisions and plans covering work on the Cornelius (N. W. First Ave.) Grading and Paving Project in Washington County, bids for which were received in Salem on June 1, 1960; we therefore are mailing same under separate cover as of this date.

In general, the work does not encroach upon railroad right of way except for minor grading and drainage work in the vicinity of the existing crossing at Highway Station 11+36.38.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the insert "Relations With Railroad Company"; also the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on revised Page 13 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:hb

cc: G. S. Pawson
J. W. DeSousa

RECEIVED
MAY 25 1960
FOR FILING

5717

Carnelius

Sp. State Tax St. Funds #77

Salem, Oregon
May 23, 1960

City of Cornelius
$250,000 Fund Agreement

Mr. C. G. Swenson
Engineer City & County Relations
O f f i c e

Attention: Mr. H. C. Ayers
Field Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Cornelius covering the Special City Allotment project on N.W. First Avenue in Cornelius.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Cornelius, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 22129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 9, 1960

SUBJECT: City of Cornelius
$250,000 Fund Agreement

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on N. W. First Avenue in Cornelius. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved by the Highway Commission on 12/16/59.

H. C. Ayers

H. C. Ayers
Field Engr., County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16-59 Min. Page 16
Secretary

RECEIVED
MAY 24 1960
FOR FILING

5717

May 23, 1960

Mary F. Wojohn, City Recorder
City Hall
Cornelius, Oregon

Dear Madam:

We are enclosing for the records and files of the City of Cornelius a fully executed copy of an agreement between the State Highway Commission and the City of Cornelius covering the Special City Allotment project on N.W. First Avenue in Cornelius.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAY 13 1960
FOR FILING

Cornelius

May 13, 1960

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Attached is a print of the plans for the grading and paving of N. W. First Avenue in Cornelius. This project crosses your tracks at the intersection of N. W. First Avenue and N. W. Fifth Street.

We propose to renew the pavement across your tracks and to place reflectorized cross-bucks at the crossing. In our contract we will provide liability and property damage insurance protecting your company against any acts of the contractor.

In order that there may be no unusual maintenance of the paving surface, we would request that ties and ballast of your tracks at this point be in good condition and that the ties themselves be treated.

It is not anticipated that any costs accrue to your company other than the placing of your track and ballast in proper condition to surface across.

We would appreciate any comment you may have to offer, including any comment on the attached plans.

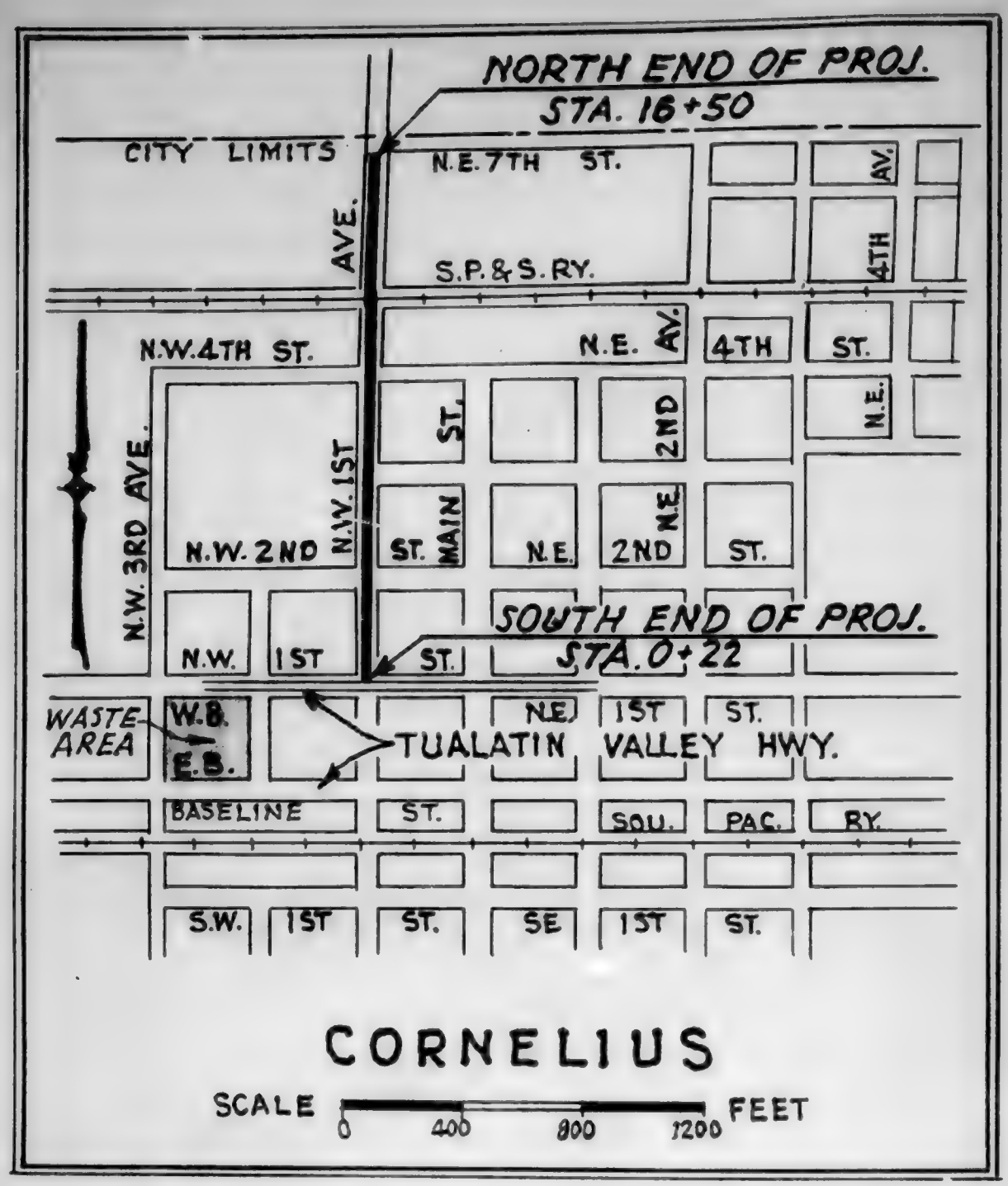
Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.
GSP:gs
cc Mr. W. C. Williams
Mr. R. L. Porter
Mr. C. G. Swenson


NORTH END OF PROJ.
STA. 16+50
CITY LIMITS
N.E. 7TH ST.
AV.
4TH
AVE.
S.P.&S. RY.
N.W. 4TH ST.
N.E. AV.
4TH ST.
N.E.
2ND
ST.
N.W. 3RD AVE.
N.W. 2ND
N.W. 1ST
ST. MAIN
N.E.
2ND
N.E.
ST.
SOUTH END OF PROJ.
STA. 0+22
N.W.
1ST
ST.
WASTE AREA
W.B.
E.B.
N.E.
1ST
ST.
TUALATIN VALLEY HWY.
BASELINE
ST.
SOU.
PAC.
RY.
S.W.
1ST
ST.
SE
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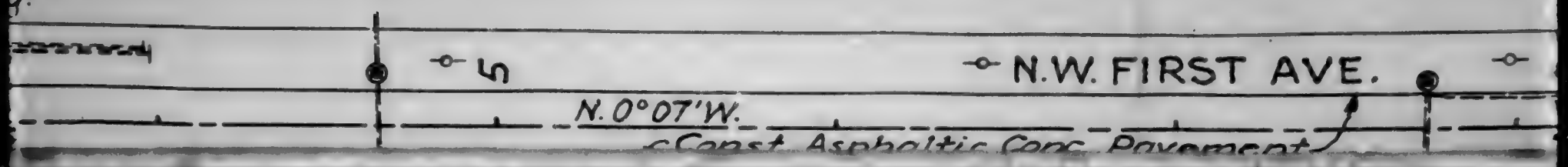
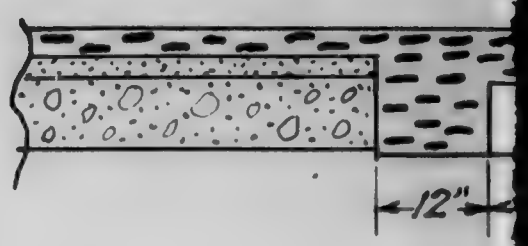
ST.
CORNELIUS
SCALE
0
400
800
1200
FEET

Valley Hwy.
ST St.
S. 89°52'W.
To Forest Grove
162+84.0
= 0+00
50
20'
30'
11'
Abandon 8" Pipe 116'
Install 12" Pipe 118'
Dr. Exc. 13 c.y.

CORN

ipe 116'
e 118'
y.





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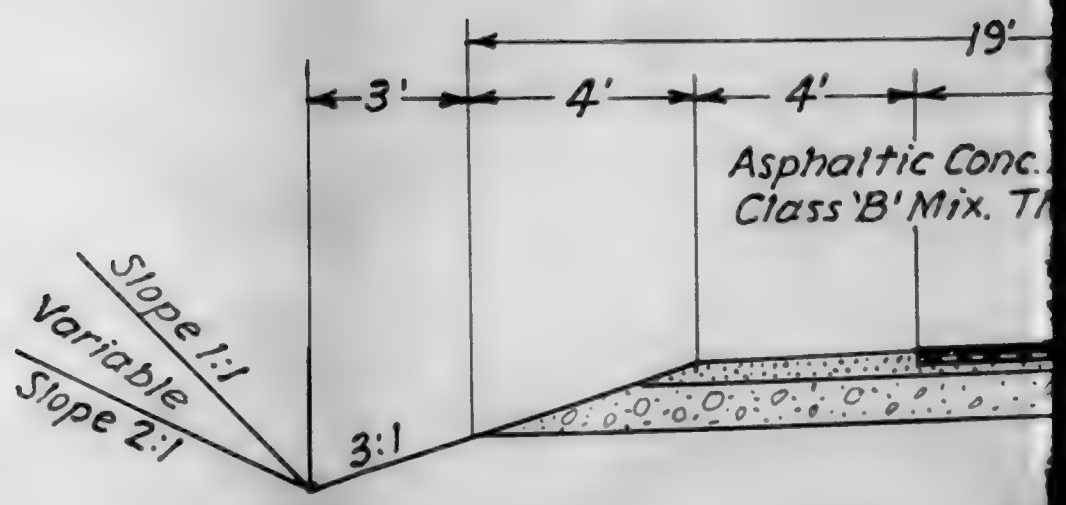

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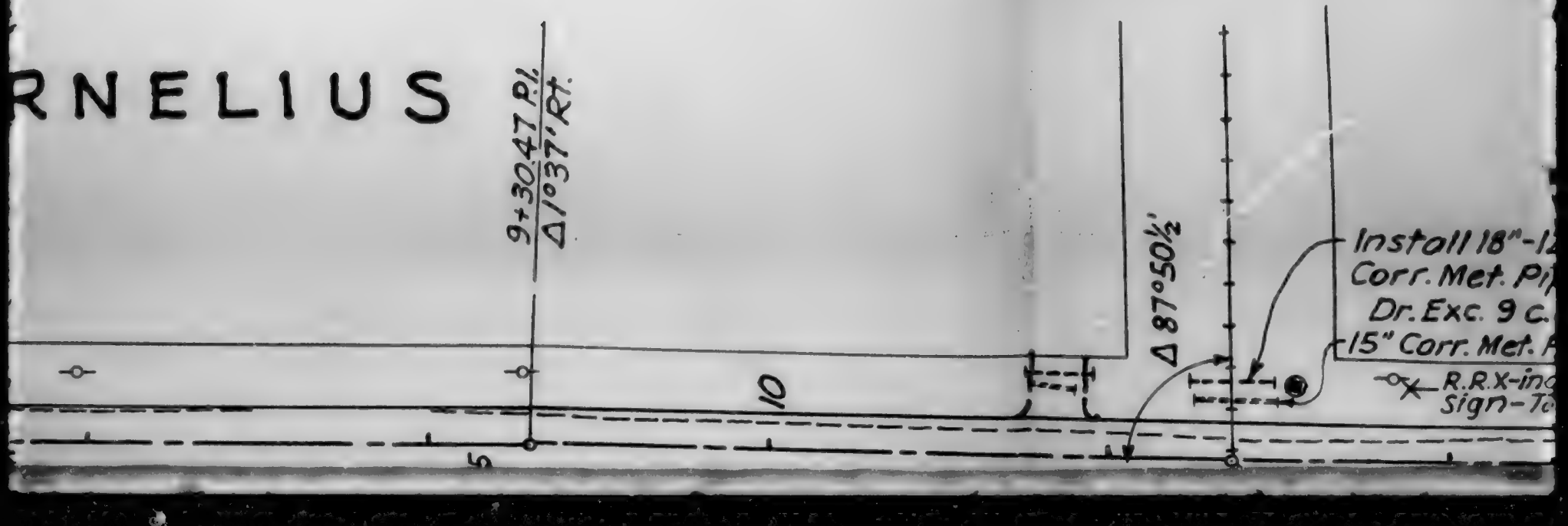
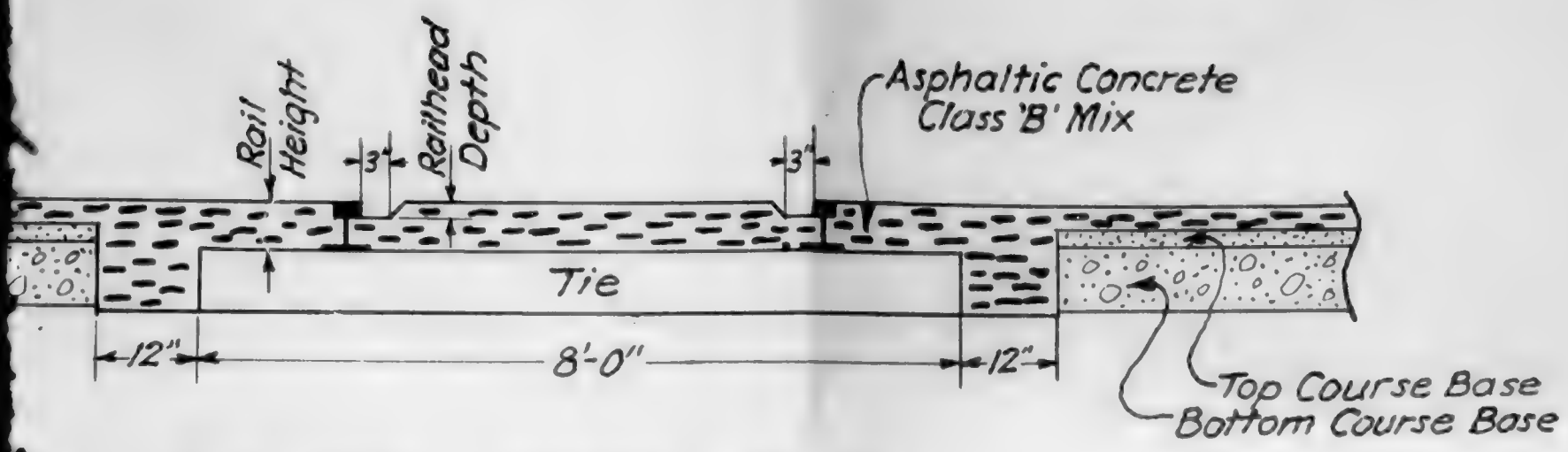
Cor

RNELIUS

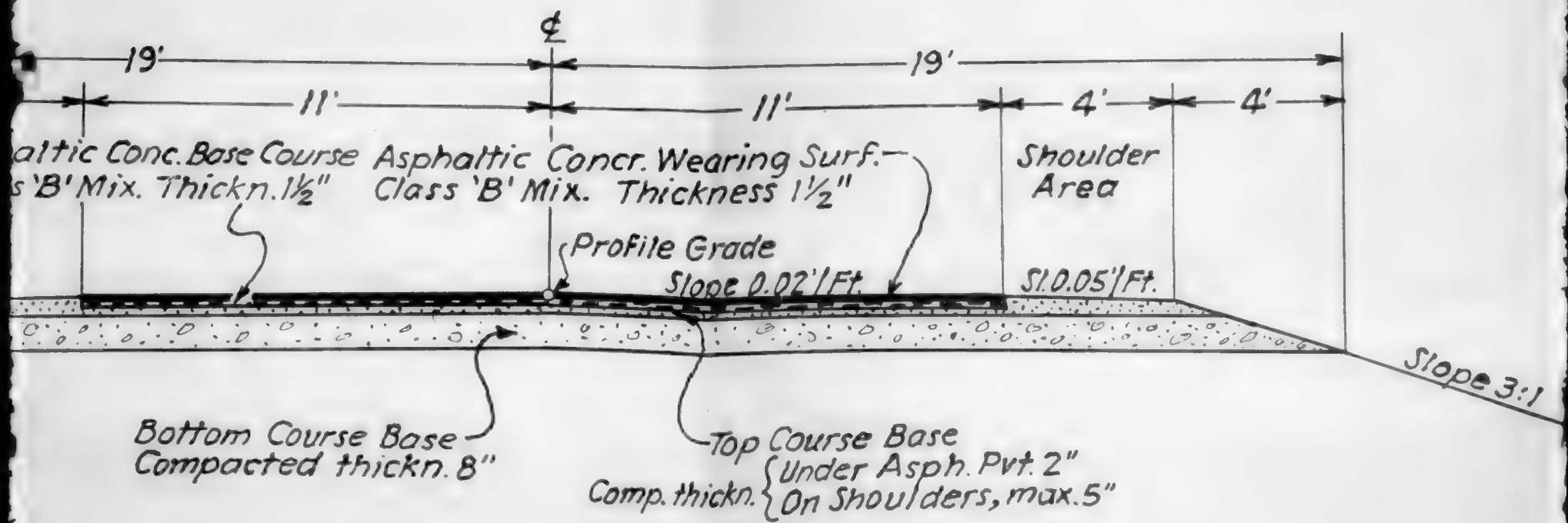


OREGON STATE HIGHWAY DEPARTMENT

GRADING AND PAVING CORNELIUS (N.W. FIRST AVE.) SEC. CITY STREET WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	State	June 1-'60	



Railroad Crossing Section



Typical Section

tall 18"-12 gage
r. Met. Pipe 24'
r. Exc. 9 c.y.
Corr. Met. Pipe 24' (in place)

OREGON STATE HIGHWAY DEPARTMENT

GRADING AND PAVING CORNELIUS (N.W. FIRST AVE.) SEC. CITY STREET WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
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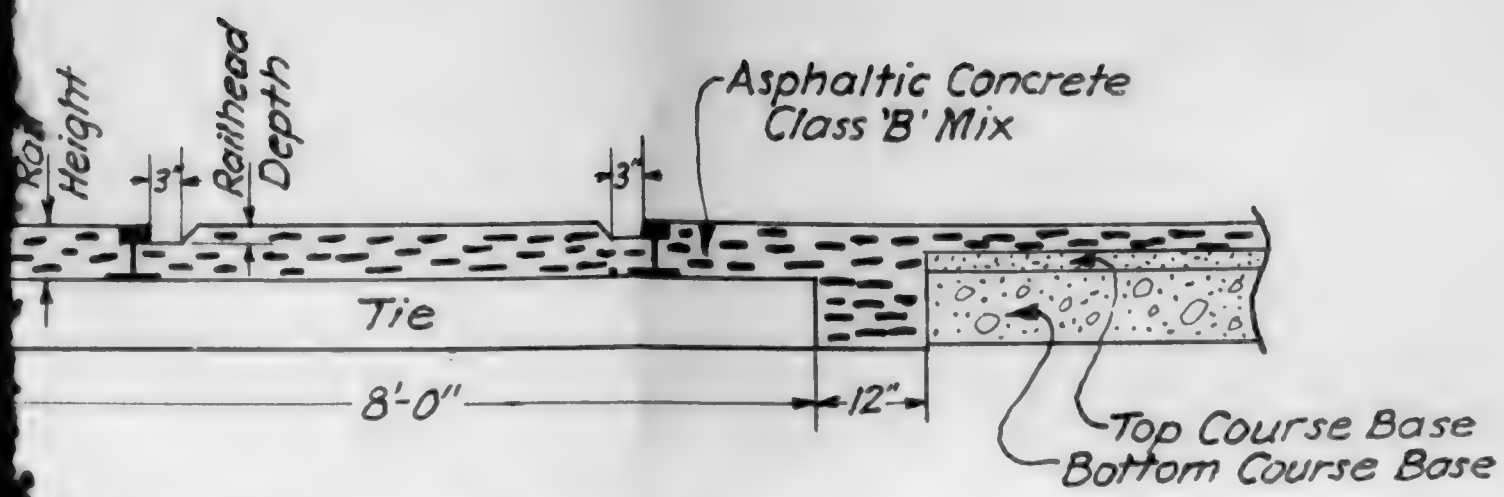
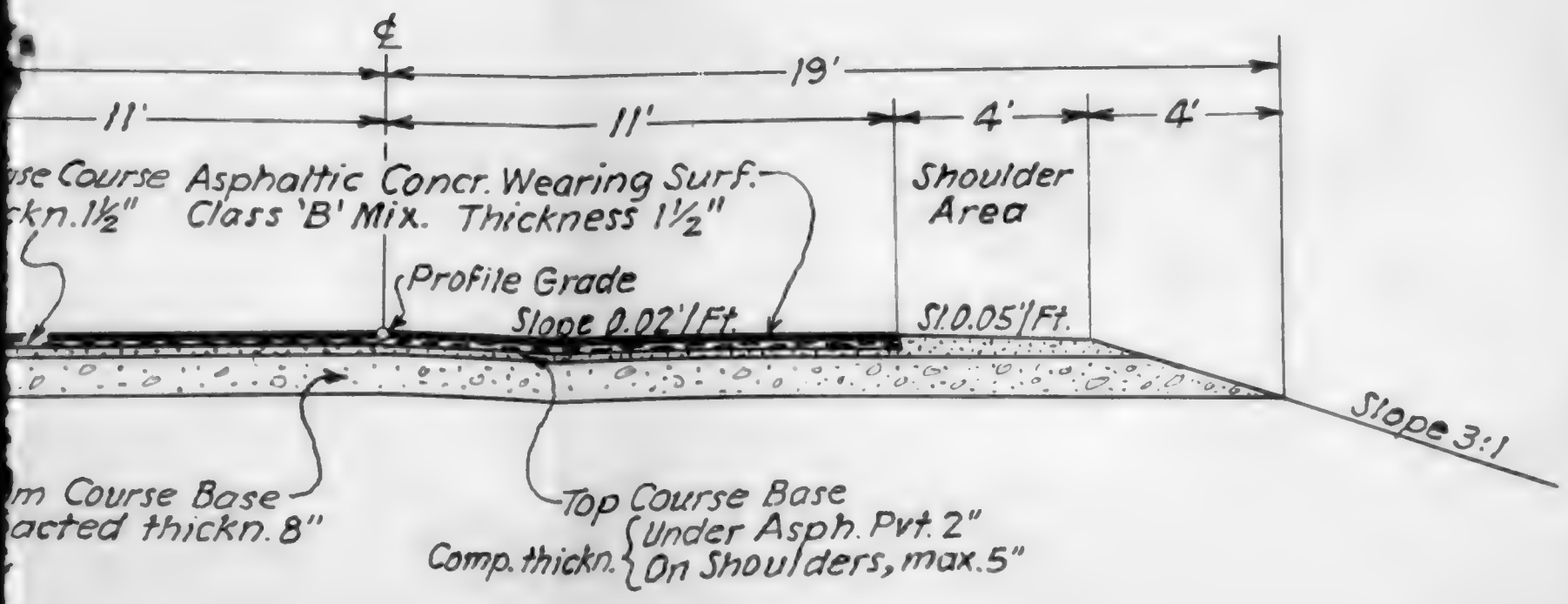


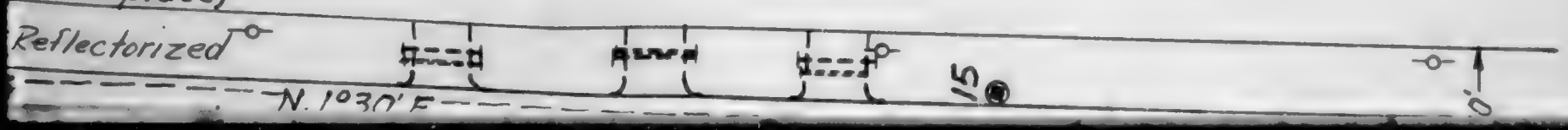
ilroad Crossing Section



Typical Section

ge
24'

e 24' (in place)



Abandon 8" Pipe 116'
Install 12" Pipe 118'
Dr. Exc. 13 c.y.

N.W. 2nd St.

Remove Catch Inlet

Const. Type 'G' Inlet +32

Hydr.

+10

20"

60'

W.V.

Excess Exc. 15

+0.40 Prop

+0.40

13"

4

3

2

1

0

170

180

190

West Bound Tualatin Valley Hwy. — 1

N.W. FIRST ST.

To Fore

S. 89

30'

30'

+19

STA. 0+22 SOUTH END OF PROJECT

177.24

173.2

173.58

∞ +19

Existing Manhole, Sewer and Catch Inlets

20'

20'

+50

30'

30'

11'

11'

16.2% = 0+c

N.W. FIRST AVE.

5

N. 0° 07' W.

Const. Asphaltic Conc. Pavement

W.V.

+1.20

20'

60'

W.V.

Abandon 10" Tile 918'

Install 12" Sewer Pipe 922'
Dr. Exc. 310 c.y.

Remove Catch Inlet

N.W. 3rd St.

Remove Catch Inlet

Const. Type 'G' Inlet +42

Const. 12 Approaches
Remove 8"-10"-12" Pipe 15
Install 12" Pipe 246'
Dr. Exc. 30 c.y.

Const. 3 St. Connection

⊛ Adjust 5 Manholes or

179.95

100' V.C.

Finish Grade on ℄

Subgrade

12" Conc. Pipe

+0.60

Proposed Storm Sewer Flow Line

+37
176.05

xc. 1540 c.y. (dispose of as directed)

4 5 6 7 8

roaches
12"Pipe 155'
e 246'
y.

nnections

nholes on Lt.

9+30
Δ 1°03

10

Δ 87°50½'

Install 18"-12
Corr. Met. Pip
Dr. Exc. 9 C.
15" Corr. Met. P

R.R.X-ing
Sign-To

+15

20'
30'

FLOW

FLOW

R.R.X-ing
Sign
To Be
Reflectorized

30'
30'

N.W.4th St.

Remove Catch Inlet
Const. Typ-G Inlet +37
Connect to 10" Tile

S.P.&S.Ry.

Hwy. 11+
Ry. 130

B.M.
179.76

Brass Plug
29' to Rt.

+0.67

Top of Existing Surface

Top of Rails
Elev. 182.20
o 182.95

350' V.C.

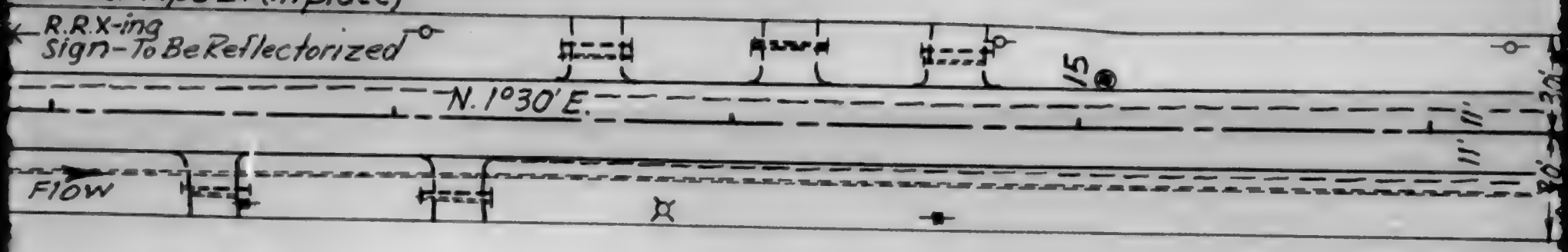
Trk. ℄ +36.38

+50

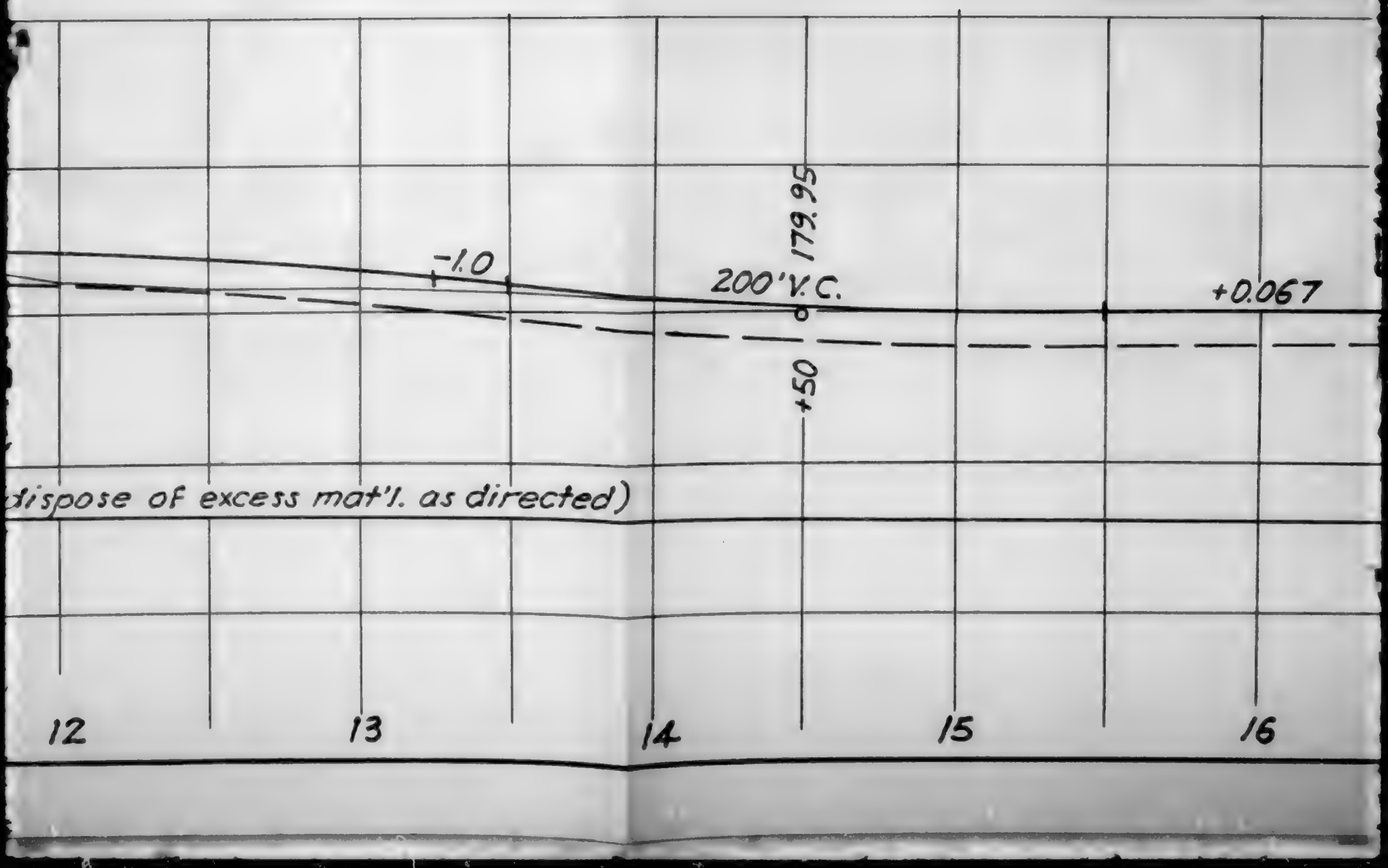
Exc. 700 c.y. (dispose o
Emb. 270 c.y.

8 9 10 11 12

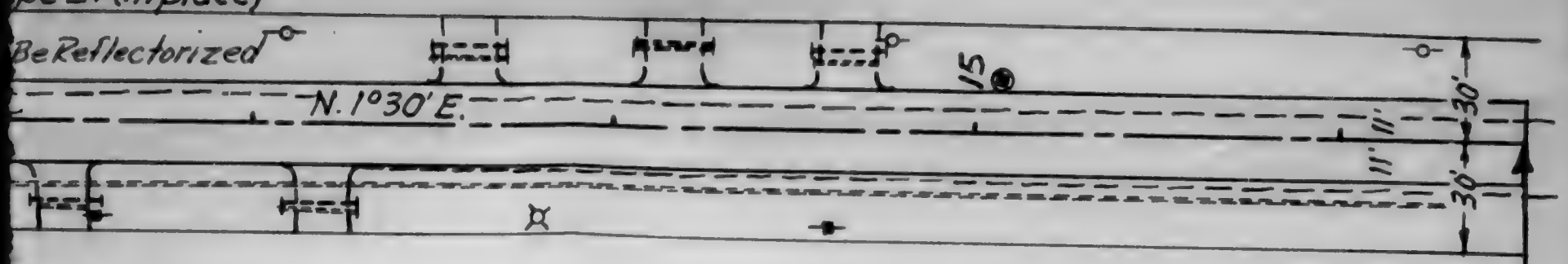
oll 18"-12 gage
r. Met. Pipe 24'
Exc. 9 c.y.
Corr. Met. Pipe 24' (in place)



Hwy. 11+36.38 =
Ry. 1307+69.4

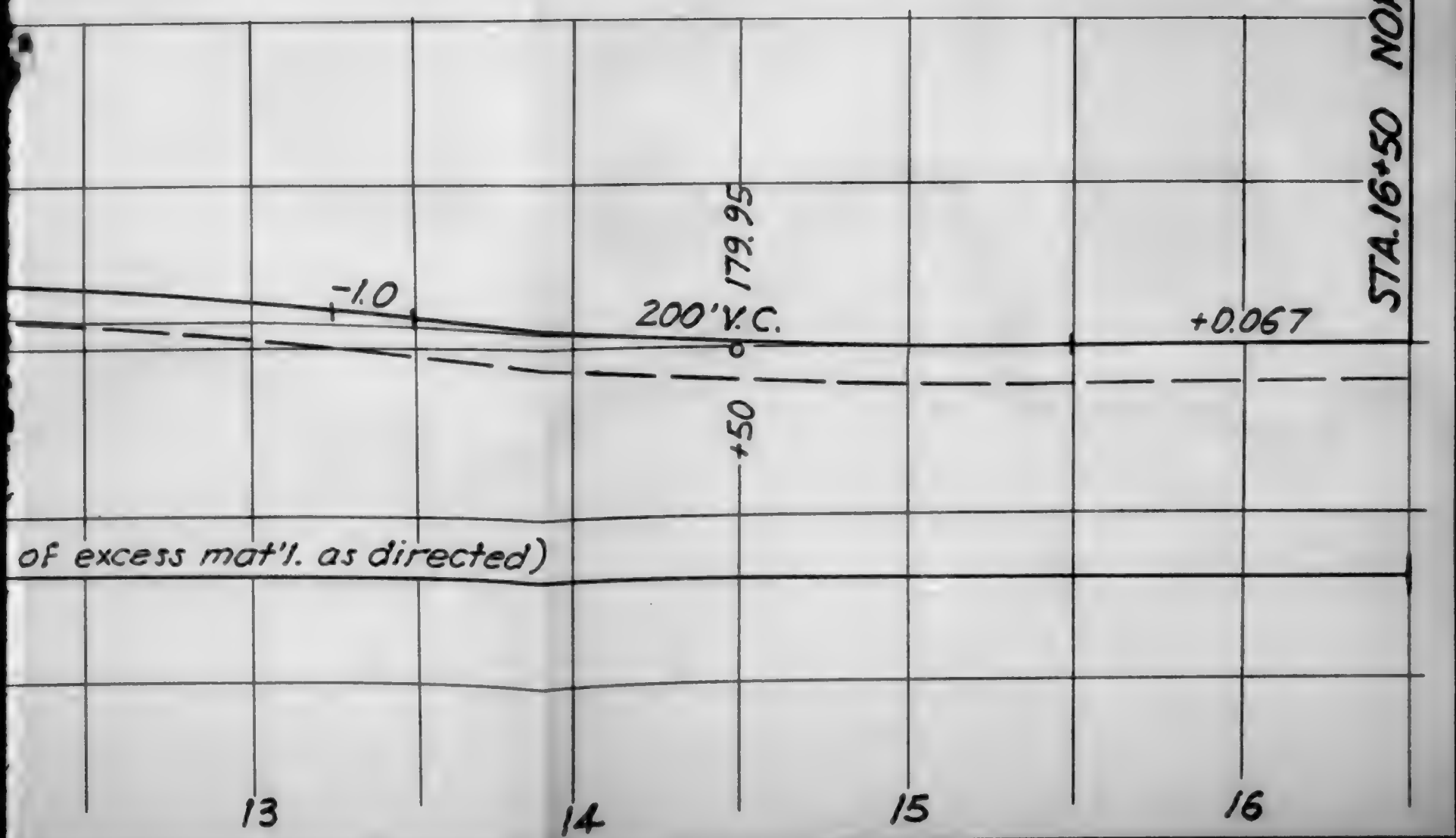


gage
e 24'
.
ipe 24' (in place)



36.38=
+69.4

STA. 16+50 NORTH END OF PROJECT



C. E. Pfifer

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
H. S. COX

May 2, 1960

Mr. J. D. Harleman
City Manager
City Hall
Cornelius, Oregon

NOTED
Harold C. Ayers

Dear Mr. Harleman:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project on N. W. 1st Avenue. Enclosed are two copies of an agreement covering this project.

Will you please have the City Council pass a resolution similar to the enclosed sample authorizing the Mayor and Recorder to sign the agreement. Please include two copies of this resolution with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will you please have the Mayor and Recorder sign both copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return both signed copies to this office prior to May 10, 1960. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Agreement received
5-9-60

C. G. Swanson
County and City Relations Engineer

HCA:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
H. S. COX

NOTED
Harold C. Ayers

Salem, Oregon
April 8, 1960

NOTED
C. G. SWENSON

Special City Allotment Project (1960)
NW First Avenue, Grade & Pave
Cornelius

Mr. Tom Edwards
O F F I C E

NOTED
V. R. JONES

The field data was found to be essentially in conformance with the project requested by the city and approved by the Highway Commission 12/16/59.

The city has sent us a letter agreeing to the replacing of present concrete drainage pipe with 12" pipe and can and will pay the added cost.

The 18" extra pipe under the railroad should be jacked.

H. C. Ayers
Field Engr., County & City Relations

HCA:mm

cc: Frank Hall
V. G. O'Neil

NOTED
JOHN D. GRAHAM

FORM E-123-X 20M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
C. G. SWENSON

May 13, 1960

NOTED
Harold C. Ayers

Mr. H. F. Hoy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Attached is a print of the plans for the grading and paving of N. W. First Avenue in Cornelius. This project crosses your tracks at the intersection of N. W. First Avenue and N. W. Fifth Street.

We propose to renew the pavement across your tracks and to place reflectorized cross-bucks at the crossing. In our contract we will provide liability and property damage insurance protecting your company against any acts of the contractor.

In order that there may be no unusual maintenance of the paving surface, we would request that ties and ballast of your tracks at this point be in good condition and that the ties themselves be treated.

It is not anticipated that any costs accrue to your company other than the placing of your track and ballast in proper condition to surface across.

We would appreciate any comment you may have to offer, including any comment on the attached plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

Attach.
GSP:gm
cc Mr. W. C. Williams
Mr. R. L. Porter
Mr. C. G. Swenson

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1960

NOTED
Harold C. Ayers

To: Mr. J. W. DeSouza

SUBJECT: Improvement of city street in Cornelius

Dregon Electric Railway Company

Herewith a print from a drawing showing a grade crossing of the Spokane, Portland & Seattle Railway Company's tracks in Cornelius by a city street. We are to improve the city street using State funds from the $250,000 allocation for assistance to small cities, supplemented, if necessary, by City funds, should the expenditure exceed our limit of $20,000 in State funds.

There is a grade crossing of the track at this point. Our work will consist of a change of grade at each side of the railroad crossing but not across the track itself, and the paving of the street from its intersection with the Tualatin Valley Highway to the north city limits.

The crossing is in Section 33, Township 1 North, Range 4 West, and more specifically at the intersection of N. W. First Avenue and N. E. Fifth Street in the city of Cornelius. The point of intersection is at Highway Station L 11+36.38 and Railroad Station 1307+69.4. The angle of intersection between the highway and railroad center lines is 92° 9' 30" in the northwest quadrant. The grade of the railroad track is approximately level at the point of crossing. The grade of the highway is an ascending 0.667-percent approach from the south and 1.00-percent approach from the north. The sight distances are shown on the map.

The improvement will consist of paving the street across the tracks. The new pavement will be wider than the present pavement and it will be necessary to remove and reset the railroad crossbucks now in place at the crossing.

The rail traffic consists of one train each way for six days a week. Train traffic is relatively slow-moving freight at a maximum speed of approximately 30 miles per hour. The highway traffic is 600 average daily traffic, based on 1959 data. It may be anticipated that minor increase in this traffic will occur over the next few years.

Also applies to Tualatin Valley Highway
3-17-60

It is proposed that the work be done without cost to the Railway Company. In view of the very minor rail traffic, we should ask that no insurance be required, especially for the railroad, but that the Railway Company, at the cost of the project, provide a flagman at such times as work is actually being done on the railroad right of way.

This is a City Project in which the work will be contracted and supervised by the State, and I would suggest that the application to the PUC be made jointly by the City and State. Will you please prepare the necessary application and have Mr. Swenson contact the City for signatures on the application.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
G. SWENSON

February 8, 1960

NOTED
Harold C. Ayers

Mr. H. F. May, Chief Engineer
S.P. & S. Railway Company
1101 N. W. Hoyt Street
Portland 1, Oregon

Dear Sir:

I am attaching hereto a copy of a location prospectus for a city job in Cornelius. This involves the repaving and widening of N. W. First Avenue. You will note from the attached sketch map that this crosses your railroad track. In view of the very light rail traffic on this line, we propose to protect the crossing by reflectorized crossbucks.

This location has not as yet been made. When it is completed, I will send you the details so that an agreement covering the crossing may be prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson
Mr. C. G. Swenson

RECEIVED
FEB 9 1960
COUNTY ROADS

CITY OF CORNELIUS
CORNELIUS, OREGON
April 7, 1960

NOTED
C. G. SWENSON

NOTED
H. S. COX

State Highway Department
Salem
Oregon

Attn: Harold C. Ayers, Field Engineer

Gentlemen:

In reference to the construction project on N.W. First Avenue, the city council, at their regular meeting April 6th, approved payment of all costs in excess of $20,000.00 including the additional cost of laying tile.

Yours very truly,

CITY OF CORNELIUS

James D. Harleman

James D. Harleman
City Manager

NOTED
JOHN D. GRAHAM

NOTED

RECEIVED
APR - 1960

RECEIVED
FEB - 3 1960
FOR FILING

2-3-60

NOTED
W. C. WILLIAMS

N. W. FIRST STREET TO N. E. SEVENTH STREET SECTION
5717
Cornelius

LOCATION PROSPECTUS
N. W. FIRST AVENUE, CORNELIUS
WASHINGTON COUNTY

The following prospectus is submitted concerning the above-mentioned section of N. W. First Avenue in Cornelius.

This will be a location survey to prepare plans for grading and paving on existing alignment with no change in grade.

The typical section will consist of a 22-foot traveled way with 4-foot rock shoulders. The proposed base design is:

Paving, Base and Wear	3" Asphaltic Concrete
Top Course, Base	2" 3/4"-0 Crushed
Bottom Course, Base	10" Coarse Crushed
Total Depth	15"

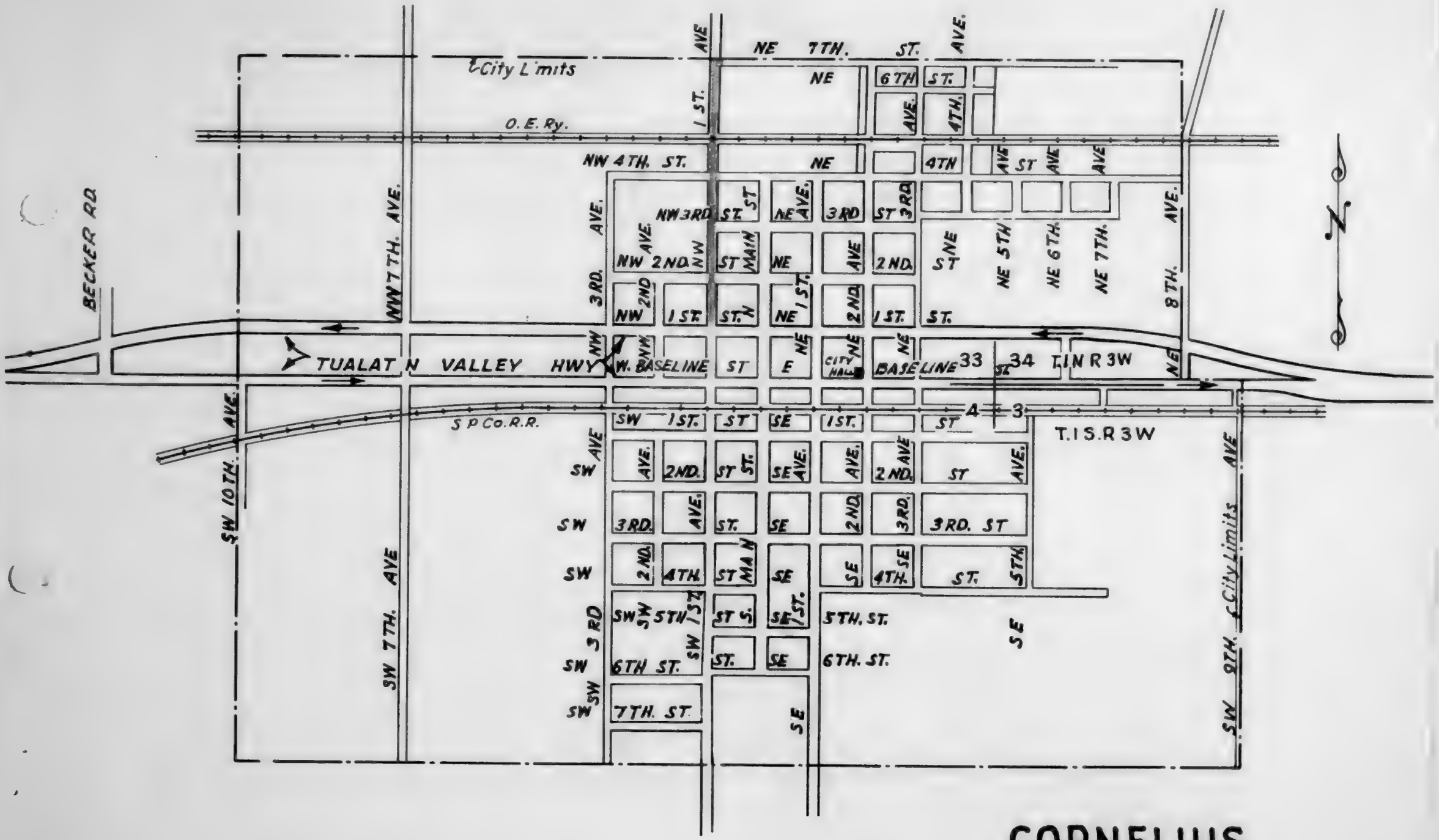
Final agreements with the city will be necessary.

February 3, 1960

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
A. E. Johnson (2)
J. W. Cochell
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB - 3 1960
OFFICE OF
STATE HIGHWAY ENGINEER



CORNELIUS

T.1N & 1S, R.3 W., W.M.

WASHINGTON COUNTY

Scale 1"=800'

Rev. 5-29-'56

NOTED
V. R. JONES

NOTED
C. G. SWENSON

December 18, 1959

NOTED
Harold C. Ayers

Mr. J. D. Harleman
City Manager
Cornelius, Oregon

NOTED
John F. [illegible]

Dear Sir:

On 12/16/59, the State Highway Commission approved the City's request for a construction project on N.W. First Avenue under the provisions of the Special City Allotment fund act.

The project was approved on the basis that the City pay all costs of the project in excess of $20,000 and consists of grading, placing base rock, and asphaltic pavement. Finished grade is to be approximately the same as present grade.

You will be contacted in the near future to work out details of the project and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm

NOTED
JOHN D. GRAHAM

CITY OF CORNELIUS

CORNELIUS, OREGON

June 8, 1959

Oregon State Highway Commission
County and City Relations
Salem, Oregon

Attn: Mr. Harold C. Ayers
Field Engineer

Dear Sir:

I am writing this letter to inform you that at our last Council meeting there was a motion made and second that the City would be willing to pay for the estimated overage on N. W. 1st Avenue, of approximately $5,000.00, in the event that the project is accepted as per our resolution.

We should like to request that the finished grade be not any higher than it is at present.

Yours very truly,

City of Cornelius

J. D. Harleman

J. D. Harleman
City Manager

RECEIVED
JUN 10 1959
ENGINEER
COUNTY & CITY RELATIONS

apt

25,000 '60 Cornelius 4-13-59

Investigated Condition and use of N. W 1st Avenue found it generally in poor Condition has been used, but base appears weak appears to carry very heavy traffic, believe it necessary for improvement, leads to the Afforestation & Logging Community of Roy

HLC.

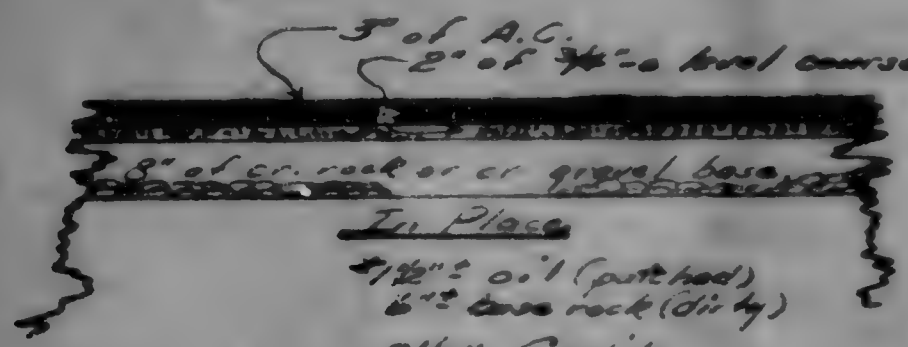
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
Proposed PROJECT BASE DESIGN Proposed

NOTED
C. G. SWENSON

Section N. W. 1st Ave. City limits to 18th St. Highway City of Cornelius County Washington Profile

Res. Engr. Length of Project Miles. Sta. to Sta. Date

TYPICAL SECTIONS Traffic Classif. - Medium



Typical Soil
30 LL
4 PI
44 % R 200 Silt
56 % Clay
32 % Clay Value
9 R

Required Base & Base		Designed Base - Base	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
			3
			3
			3
		2½	
15½			15½

RECEIVED
MAY 7 1959
ENGINEER
COUNTY & CITY RELATIONS

Note
H.C. Ayers, County - City requested a soil survey and a recommendation for surfacing thickness be made for this section.
* Should be scarified.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

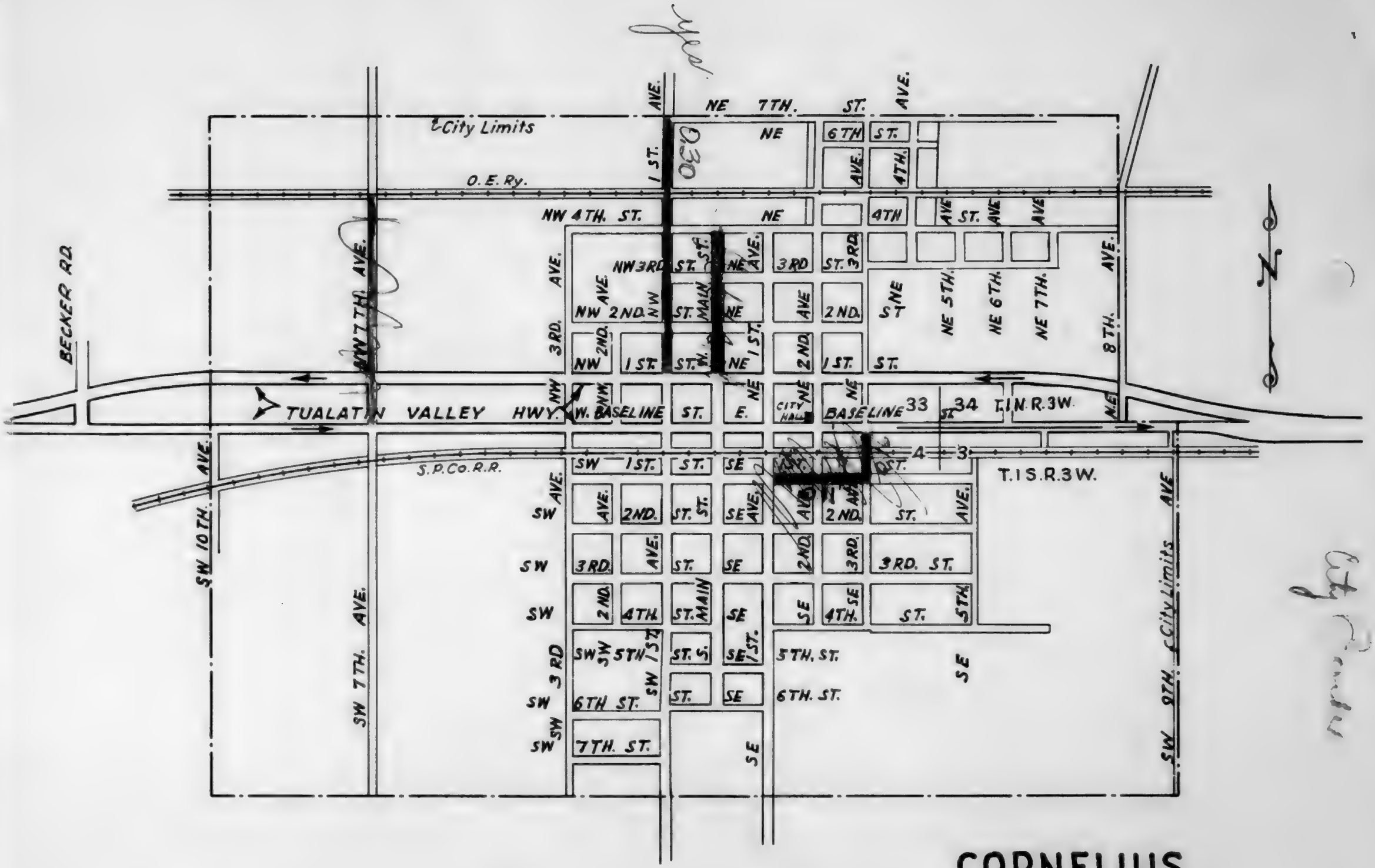
Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. F. Cleveland, Soils Technician

Recommended by [redacted] Construction Engineer

Recommended by C. A. Hageman for Engineer of Materials

Approved by [illegible] Deputy State Highway Engineer



CORNELIUS

T.1N.&1S., R.3 W., W.M.

WASHINGTON COUNTY

Scale 1"=800'

Rev. 5-29-56

3-4-59

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Cornelius is an incorporated city of the State of Oregon, and has a population of 1145, as given by the latest official census, and

WHEREAS, the following streets of said city, _____

Form cc-50 (1953 Rev.)
Special City Allotment

N. W. 1st Avenue from N. W. Baseline to the City Limits and S. E. 1st St. between S. E. 1st Ave. to S. E. 3rd Ave. and North on S. E. 3rd Ave. to E. Baseline.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

N. W. 1st Avenue from N. W. Baseline to the City limits North. and second choice S. E. 1st St. between S. E. 1st Ave. and S. E. 3rd Ave. and North on S. E 3rd Ave. to E. Baseline.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Cornelius does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate The City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 4th day of March, 19 59

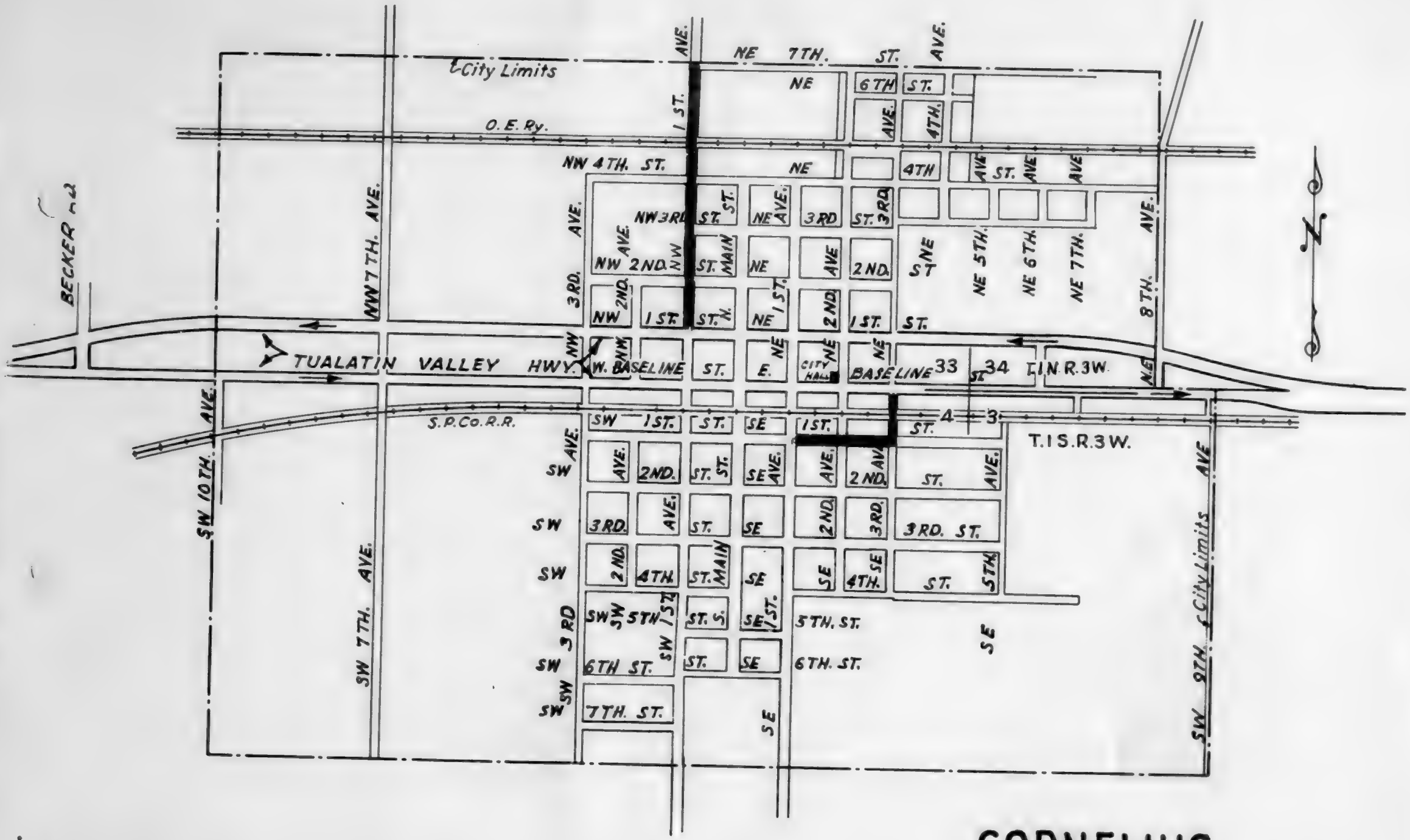
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cornelius at a regular or special meeting of said Council, held on the 4th day of March, 19 59 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 6th day of March, 19 59

Agnes P. Thompson
City Recorder



CORNELIUS

T.1N. & 1S., R. 3 W., W.M.

WASHINGTON COUNTY

Scale 1"=800'

Rev. 5-23-56

I-80N-2(19)33 Dodson-Bonneville Sec. 1960
of Col. 2. Hwy.
#5718 Folder # 1

NYA 3124 - 7-30-59

RECEIVED
JAN 15 1962
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERRY, SECRETARY
SALEM

5718

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 4, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Re: Railroad Bill No. 988553
Dodson-Bonneville Section
Columbia River Highway

Dear Sir:

We have received your letter and attached bill for damages to your facilities due to the blasting operations of Gibbons and Reed Company on the Dodson-Bonneville Section of the Columbia River Highway.

This bill is not an obligation of the Oregon State Highway Department. Under the terms of our contract, the contractor is liable for any damage to railroad property as a result of his operations. He is required to obtain and maintain effective Public Liability and Property Damage Insurance to protect the railroad's property. Since this bill is the contractors obligation and was prepared in his name, the bill should be paid by him or by his insurance company.

The copies of the bill will be retained in our files for future reference. Please notify us when payment has been made by Gibbons and Reed Company.

Very truly yours,

FOREST COOPER
State Highway Engineer

By:
C. H. Maison
Auditor

DW:jc

cc: Gibbons & Reed Company
P. O. Box 4989
Portland 13, Oregon

Continental Casualty Company
Howard W. Wease, Agent
915 Broadway Building
Portland, Oregon

G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
DEC 4 1962

RECEIVED
NOV 30 1961
FOR FILING

I-5-N-3(17)3
5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1961

SUBJECT: Dodson-Bonneville Section
Columbia River Highway
Contract No. 5718

To:

Mr. A. E. Johnson
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

You have a copy of Mr. Paxson's letter and Mr. G. H. Baker's letter of the Union Pacific regarding a joint inspection of the slope upon completion of the subject-named grading project.

In this connection, I suggest that you make this inspection prior to releasing the contractor so that if further work is necessary we will be in a position to do it expeditiously.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc G. S. Paxson

RECEIVED
G. S. PAXSON

RECEIVED
DEC 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1961
FOR FILING

5718

November 29, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Dodson-Bonneville Section

Dear Sir:

Receipt is acknowledged of your letter of November 24, 1961 requesting joint inspection of slopes upon completion of the grading project between Dodson and Bonneville.

Our Construction Division will contact you and arrange for this inspection at that time.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DSPiso

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 24, 1961

File Ref. D 315 - 2 - 88

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Dodson - Bonneville Section -
Columbia River Highway

Referring to your letter of October 30 concerning railroad cut slopes, between Railroad's Mile Posts 36.2 and 38.5 near Bonneville, that have been disturbed due to highway construction work being performed above our track in this area:

We hope that your scaling of these slopes upon completion of your highway grading and blasting operations will correct the conditions that have developed. However, after completion of your work we would like to arrange with you for a joint inspection of these slopes to determine whether or not we feel that your scaling work has definitely corrected any unstable conditions that may have been created or aggravated by your operations in this area.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
NOV 28 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 28 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1961
FOR FILING

5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Troutdale, Oregon
November 17, 1961

SUBJECT: Dodson - Bonneville Section
Columbia River Highway
Contract No. 571

To:

MEMO TO FILES:

Refer to Division Office file memo dated October 31, 1961, regarding removal of dangerous rock overhanging the UPRR main line tracks at Station Lw 1256 + 40 Et. on the subject project.

This rock and several smaller boulders in the immediate vicinity were removed on November 6 and 7, 1961, by the contractors personnel on Extra Work Order No. 16.

The 24 hour watch which was placed on this area by the railroad on October 26 was removed on completion of the removal of the rock on November 7. Other railroad employees working on this project included 9 Sectionmen for 2 days, Nov. 6 and 7, for packing the mainline track with slot ties and removing them on completion of the work. Also there was one signal [illegible] maintainer to repair any breaks in the slide warning fence.

Only one small rock, about 8-10 inches in diameter was lost over the edge during this work, breaking the two top wires in the slide fence.

This work was inspected by Mr. Frank Dennis, Railroad Inspector, on Nov. 7, and by Mr. C. A. Lee, General Roadmaster for the Railroad, on Nov. 8, and both stated that it was entirely satisfactory. On Nov 8, Mr. Frank Dennis also stated that he had checked with his office regarding charges to be made by the railroad for this work and that the State was to be billed only for the signal maintainers time, a total of 10 hours, plus the flagging time for the 24 hour watch, and that the railroad would foot the bill for all the section crew work involved in packing the track and removing the packing.

C. T. Ramsey
Resident Engineer

cc: A. E. Johnson, Div. Engr.

RECEIVED
NOV 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1961
FOR FILING

I-5-W-3(11)
5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 13, 1961

To: MEMO TO THE FILES

SUBJECT: Cascade Locks City Light Lines
Stoico-Dodson and Dodson-Bonneville Section
Columbia River Highway
Multnomah County

This writer met with Mr. McDon Bosta, Manager of City Light in Cascade Locks on November 8, 1961 to discuss the matter of payment for the relocation of City Light lines which was done by the Highway Department. It is the contention of the City Council that they should not have to pay for the cost of the required relocation, but, in the interest of a settlement, they would offer to pay the value of the betterment minus any additional maintenance costs incurred due to the location of the new line.

They have had outages caused by limbs and trees on the line in three areas: on the south side west of Tanner Creek (known locally as "Wee Cure"); on the south side in the vicinity of the Warrendale interchange structure; and along the old highway between Oneonta and Multnomah Falls. They have good records of the outages; the cause, date, location, cost of repair, and length of time out of service is well documented and easily obtainable from their records. It is the contention of the City that more outages have occurred in the relocated areas since the lines were moved than was experienced prior to the moves. My cursory examination of the outage list did not substantiate this contention, but I could be in error.

There has been a definite advantage to the City in that they have received a new line where they had facilities which were 10 to 25 ± years old. It is this betterment that they feel that they are obligated to pay, minus, of course, the extra costs mentioned in the previous paragraph. The City has records of the age of their facilities which can be used to determine this betterment. The average pole line life used in their system is 30 years.

At no time was it intimated that the State would settle for anything less than full reimbursement for the actual costs incurred.

The City has recently changed City Attorneys, and the new attorney is still in the process of becoming familiar with the situation. It is expected that he will make his recommendation to the City Council in about 2 weeks, at which time the Council will take official action in this matter.

CHE:ep
cc Forrest Cooper
L. I. Lindse
A. E. Johnson

Tom Edwards
Construction Engineer
By
C. H. Baker
Asst. Field Construction Engineer

NOTED
FORREST COOPER

RECEIVED
NOV 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 1961
FOR FILING
5718

November 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 20h covering UPRR flagging and protective work on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

This order covers flagging, protective work and fence revision in connection with the removal of a large danger rock overhanging the UPRR main line under Order for Extra Work No. 14. This part of the work is to be done by the Railroad Company, and has been verbally approved by the BPR District and Area Engineers.

The total estimated amount of the order is $1,000.00 with Federal participation of $900.00.

Your approval of this order under the provisions of PPM 30-3 and subsequent revisions is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
NOV 7 1961
FOR FILING

5718

November 7, 1961

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 16 covering the removal of an overhanging rock slab on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-608-2(19)33.

The large rock slab overhanging the railroad main tracks is a danger. Highway Division Engineer Johnson's memo to files, a copy of which is attached, gives a full explanation and background for this work.

This order does not include payment of UPRR flagging and protective costs. These will be paid under Order for State Force Work No. 6.

This work has been verbally approved by the B.P.R. District and Area Engineer.

Due to the emergency nature of the work it has been started.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encs.

DBP:cr

RECEIVED
OCT 31 1961
FOR FILING

5-119

October 30, 1961

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Dodson-Corbett Section
Columbia River Highway
Multnomah County

Dear Sir:

This will acknowledge receipt of your letter of October 27 concerning the railroad cutbank slope between railroad M.P. 36.2 and 38.5.

This cut slope is in an area which is subject to raveling by natural causes. It is where you have had much trouble in the past and probably trouble will continue in the future. We do have grading operations involving blasting in that area, and it is possible that our operations have accelerated this natural weathering.

We have about a month's more work in the area which will involve blasting, and this may be further delayed because of weather conditions. Immediately upon completion of our work we will scale this cut slope and remove anything loosened by our operations. When this work is done, we assume that our responsibility in connection with the construction work has ceased.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. S. Pearson
Assistant State Highway Engineer

cc to: Mr. C. G. Polk
Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2828 NO. LARRABEE AVE.
PORTLAND 17, OREGON

OCTOBER 27, 1961

(File Ref. D 315 - 2 - 88)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

Confirming 'phone conversation of Mr. Didier regarding hazardous condition which exists in the vicinity of Railroad's Mile Post 36.2 to 38.5 resulting from construction operations in connection with reconstruction of Columbia River Highway between Dodson and Bonneville:

It is apparent that blasting and other construction operations which are going on in close proximity to Railroad's facilities have loosened rock on slope between railroad and highway as in the past few days a number of small rock and boulders have come down on the track between Railroad's Mile Posts 36.2 and 38.5. On October 26, at approximately 7:30 AM, a rock weighing approximately 4 tons came down from slope at Mile Post 38.2, damaging Railroad's rock protection fence and throwing track out of line. It was necessary to run several of the Railroad's trains through the passing track, including 2 passenger trains, which resulted in some delay during time track was being realigned and rock protection fence repaired.

Wish to also call your attention to the fact that there is a large rock weighing approximately 12 tons lying on slope, pitched towards the track with bottom part on a ledge at Mile Post 38.3, which appears very hazardous. This hazardous condition at Mile Post 38.3 was called to the attention of your Resident Engineer, Mr. C. Keasey, by Railroad's General Roadmaster, Mr. C. W. Lee and Engineer-Inspector, Mr. Frank I. Dennis, the afternoon of October 25. Wedged back of this rock on the top side is another

rock of about 800 pounds in size which appears to be slipping down or has moved, apparently as a result of the construction operations.

Would appreciate if you would have this matter investigated promptly and advise measures which you will take to eliminate this hazardous condition and also when the work will be performed so that Railroad may have necessary force at the site to protect railroad facilities and track while work is being done.

In view of the fact that there are a number of small rocks and boulders coming down in this area, we have placed a Watchman on 24-hour day basis.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
OCT 30 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1961
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1961
FOR FILING

September 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 15 covering pioneering the slide area on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

This work is necessary to break down the slide area so normal earth moving equipment can be used. The slide excavation will be done at contract prices under Price Agreement No. 4.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
SEP 20 1961
FORM E-20X—50M—6-61—16682
FOR FILE
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5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1961

To: MEMO TO THE FILES

SUBJECT: P.A. #4 and E.W.O. #15
Dodson-Bonneville Sec. (Grading)
Columbia River Highway
Contract No. 5718

A slide which occurred between Stations 1711 and 1720 (immediately east of Bonneville Interchange) on this project has required that extra work be done to remove the material which was moved into the neat section by the slide movement. The slide was a rather large one, and the whole area shifted to the north (into the roadway) approximately two feet.

The survey crew was sent up to restake the cut, and while doing so, discovered that the horizontal measurements were incorrectly made at the time of the original staking. This error in measurement averaged about 8 feet. Attached is a sketch showing a typical section through this area. The solid line represents the proposed finished slope, both before excavation started and after its completion. Actually, the long dash line marked "Actual staking before slide" is the slope that was staked, and constructed by the contractor.

Now, in addition to the two feet of material deposited by the slide, it is necessary to remove the 8 feet of material left due to the measurement mistake. Since the stakes were marked correctly, but put in the wrong place, the contractor has already been paid for moving this material, and the quantities shown on Price Agreement No. 4 should be reduced considerably. All excavation is to be done at the unit bid price. The material consists of dirt with boulders, up to one cubic yard in size, intermixed. It can be moved with scrapers, but is difficult to load.

The Extra Work Order No. 15 is for pioneering the cut section to allow the use of scrapers to remove the material. This pioneering would have been necessary due to the slide even if no error in measurement had been made. In fact, the wider working area which is now available makes it easier to remove the material, and will considerably decrease the pioneering cost for this work.

CHB:fp
cc Forrest Cooper
Bureau of Public Roads (2)
R. L. Porter

Tom Edwards
Construction Engineer

By C H Baker

C. H. Baker
Ass't. Field Construction Engineer

RECEIVED
SEP 20 1961
STATE HIGHWAY ENGINEER
N. O. T. E. D.

RECEIVED
SEP 5 1961
FOR FILING

5718

September 1, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

This will acknowledge receipt of your letter of August 30 concerning damage and delay occasioned by our contractor's operations on the Dodson-Bonneville Section of the Columbia River Highway on August 25.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPiss

cc to: Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 30, 1961

(File Ref. D 315 - 2 - 88)

U. S. CERTIFIED MAIL --
Return Receipts Requested

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

DODSON-BONNEVILLE SECTION
COLUMBIA RIVER HIGHWAY

This is to advise that the Railroad's trains were delayed and damage was sustained to the Railroad's communication and signal lines and poles and to the Railroad's rock protection fence at Mile Post 37.5 at approximately 3:50 PM Standard Time, AUGUST 25, 1961, due to dozer operations of Gibbons & Reed Company, allowing large tree to fall across lines and onto track on the captioned project.

We expect to present a bill for the damage when the costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc:
Gibbons & Reed Company
825 West Ninth North
Salt Lake City, Utah

Continental Agency Co.
320 E. 4th South
Salt Lake City, Utah

RECEIVED
SEP 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1961
FOR FILING

5718

August 30, 1961

Mr. C. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Dodson-Sommerville

Dear Sir:

This will acknowledge your letter of August 24, 1961 advising of blasting damage to your protective fence at your M.P. 38.25.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Parson
Assistant State Highway Engineer

GSP:ms

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

AUGUST 24, 1961

(Ref. File: D 315 - 2 - 88)

U. S. CERTIFIED MAIL -
Return Receipts Requested

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

DODSON-BONNEVILLE SECTION
COLUMBIA RIVER HIGHWAY

This is to advise that damage was sustained to the Railroad's rock protection fence at Mile Post 38.25 at approximately 9:20 A.M. Standard Time, August 22, 1961 due to blasting operations of Gibbons & Reed Company on the captioned project.

We expect to present a bill for the damage when the costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc:
Gibbons & Reed Company
825 West Ninth North
Salt Lake City, Utah

Continental Agency Co.
320 E. 4th South
Salt Lake City, Utah

RECEIVED
AUG 30 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JG 17 1961
FOR FILING

FORM E-30 50M 7-60 20305

5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1961

To: MEMO TO FILE

SUBJECT: Approach to Myrtle Jones property
Dodson-Bonneville Section
Columbia River Highway

A Mrs. C. O. Jones called me from Bonneville, this date, in behalf of her mother-in-law, Mrs. Myrtle Jones, and stated that the construction people at Dodson had told her that they were going to tear out her approach next week.

I am sure that this is in error. I believe what she has in mind is the removal of the cut-over from the existing Columbia River Highway to the frontage road in the Dodson area.

Mrs. Jones requested that someone contact her mother-in-law and explain the matter to her. I contacted Earl Stream, of the Division Office in Portland, who informed me that Al Johnson was in the area today. Mr. Stream stated that he would contact Mr. Johnson by radio and have him take care of this matter.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson

RECEIVED
JUL 25 1961
FOR FILING

July 25, 1961

Mr. E. E. Hoecke, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Reference is made to your letter of July 21 concerning the construction of a drainage ditch on the Dodson-Bonneville Section of the Columbia River Highway. I am forwarding a copy of your letter to our Division Engineer, Mr. A. E. Johnson, and asking him to have the ditch constructed.

As you probably know, this project is now tied up by the strike, and no work can be done until the strike is settled.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Pawson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JULY 21, 1961

File Ref. D 315 - 2 - 88

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of July 5th regarding construction of drainage ditch on Dodson-Bonneville Section of Columbia River Highway:

It will be satisfactory to construct the ditch as indicated by plan and cross-sections furnished with your letter of July 5th; and also it will be satisfactory for Contractor to enter upon Railroad right-of-way for construction of the ditch, with understanding that State will assume the entire expense.

Very truly yours,

R. E. Haacke

R. E. Haacke,
Division Engineer

RECEIVED
JUL 25 1961
OREGON
STATE HIGHWAY COMMISSION

July 5, 1961

Mr. R. E. Hancke, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Dodson-Bonneville Section

Dear Sir:

Reference is made to our previous conversation concerning the drainage ditch along your tracks in the vicinity of Dodson and specifically to my letter to you dated June 1, 1961.

I have a report from our Division Engineer, together with cross-sections showing a ditch which I understand has received the approval of your office, copies of which are attached. In view of the fact that the estimated cost of constructing this ditch is only $120.00, we are willing to go ahead with the job at State expense, subject, however, to your approving the ditch as planned and permission from your company to allow our contractor to work upon your right of way in building the ditch. I also attach a print from a small scale map showing the location of the ditch.

Please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson

FORM E-20 50M 3-61 34897

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 3, 1961

SUBJECT: Ditch on UPRR Right of Way
Dodson-Bonneville Section
Columbia River Highway
Multnomah County
Contract No. 5718

To:

G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

With reference to your letter of June 21, 1961, I enclose a sketch map, platted cross-sections, and an Order for Extra Work, in the amount of $120, to cover the construction of a ditch on UPRR property.

As you requested, I have contacted Mr. Haacke's office and it is his feeling that a ditch with an 8' bottom, constructed with a bulldozer, would be satisfactory. The cost estimate of $120 is based on this sort of ditch to be constructed by Gibbons and Reed, Contractors on the Dodson-Bonneville Section.

I have enclosed an Order for Extra Work in the amount estimated and if you complete the agreement with the Railroad, work will begin upon receipt of the approved copy of the Order for Extra Work.

E. S. Hunter

E. S. HUNTER
Assistant Division Engineer

ESH:t
cc: C.T. Keasey

Encl

NOTED
G. S. PAXSON

RECEIVED
JUL 5 1961
STATE HIGHWAY ENGINEER

FORM 230—30M—11-59—90234

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Troutdale, Oregon
June 30, 1961

SUBJECT: Dodson - Bonneville Sec.
Columbia River Hwy.
Proposed Drain Ditch on RR R/W at Dodson

To: A. E. Johnson
Division Eng'r.

Att: E. S. Hunter
Ass't. Div. Eng'r.

Enclosed herewith is a sketch map and a profile and cross- sections for the drainage ditch on the railroad right of way at Dodson as you requested Wednesday.

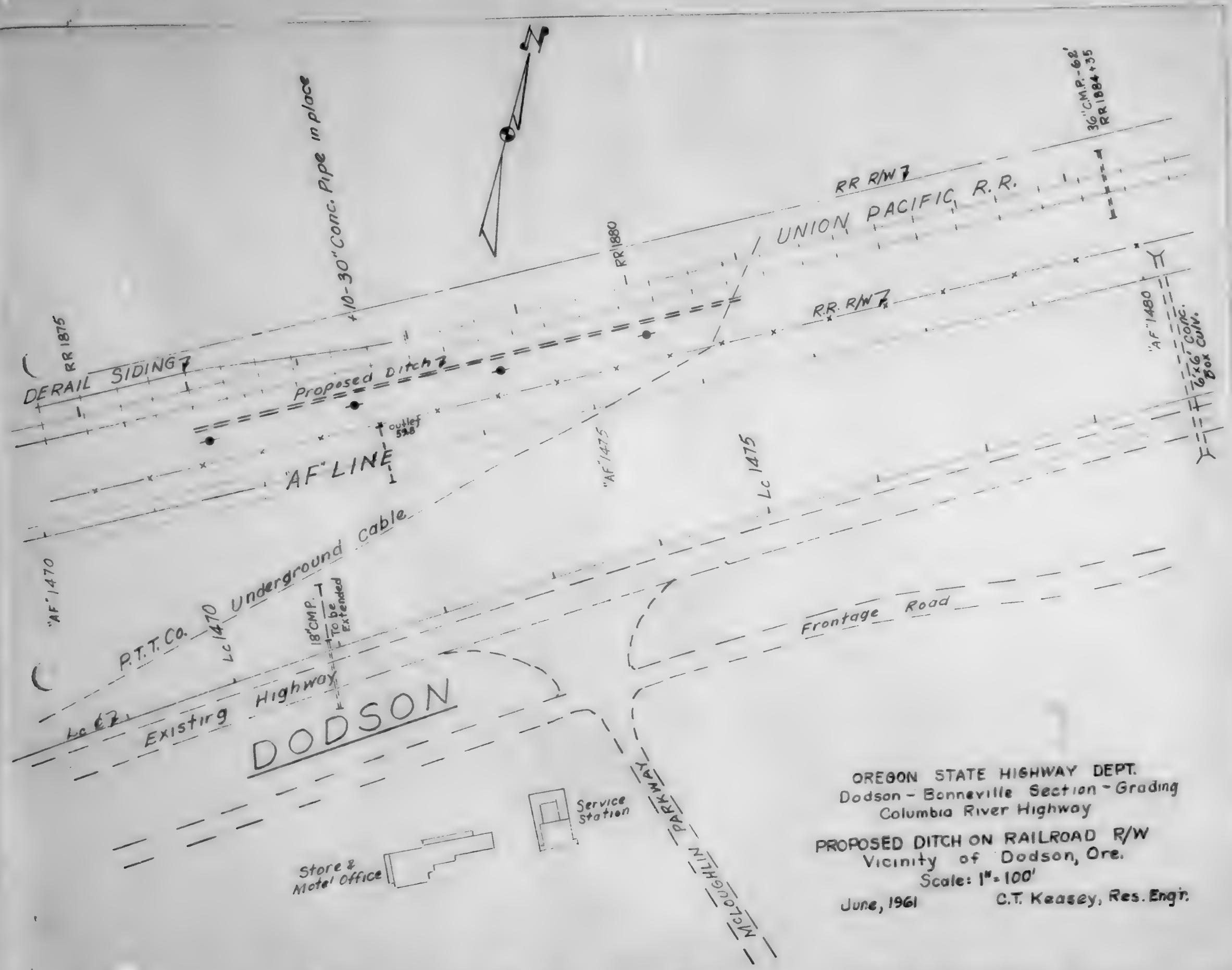
Also enclosed is and Extra Work Order to cover the cost of the work if approved.

C. T. Keasey

C. T. Keasey
Resident Engineer

RECEIVED
JUL
ENGINEER

NOTED
G. S. PAXSON



OREGON STATE HIGHWAY DEPT.
Dodson - Bonneville Section - Grading
Columbia River Highway

PROPOSED DITCH ON RAILROAD R/W
Vicinity of Dodson, Ore.
Scale: 1" = 100'
June, 1961 C.T. Keasey, Res. Engr.

OREGON STATE HIGHWAY DEPARTMENT

DODSON - BONNEVILLE SEC.

COLUMBIA RIVER HWY.

PROPOSED

Railroad Ditch on R.R. R/W

R.R. Sta. 1876 to 1881

R.R. M.P. 34.13

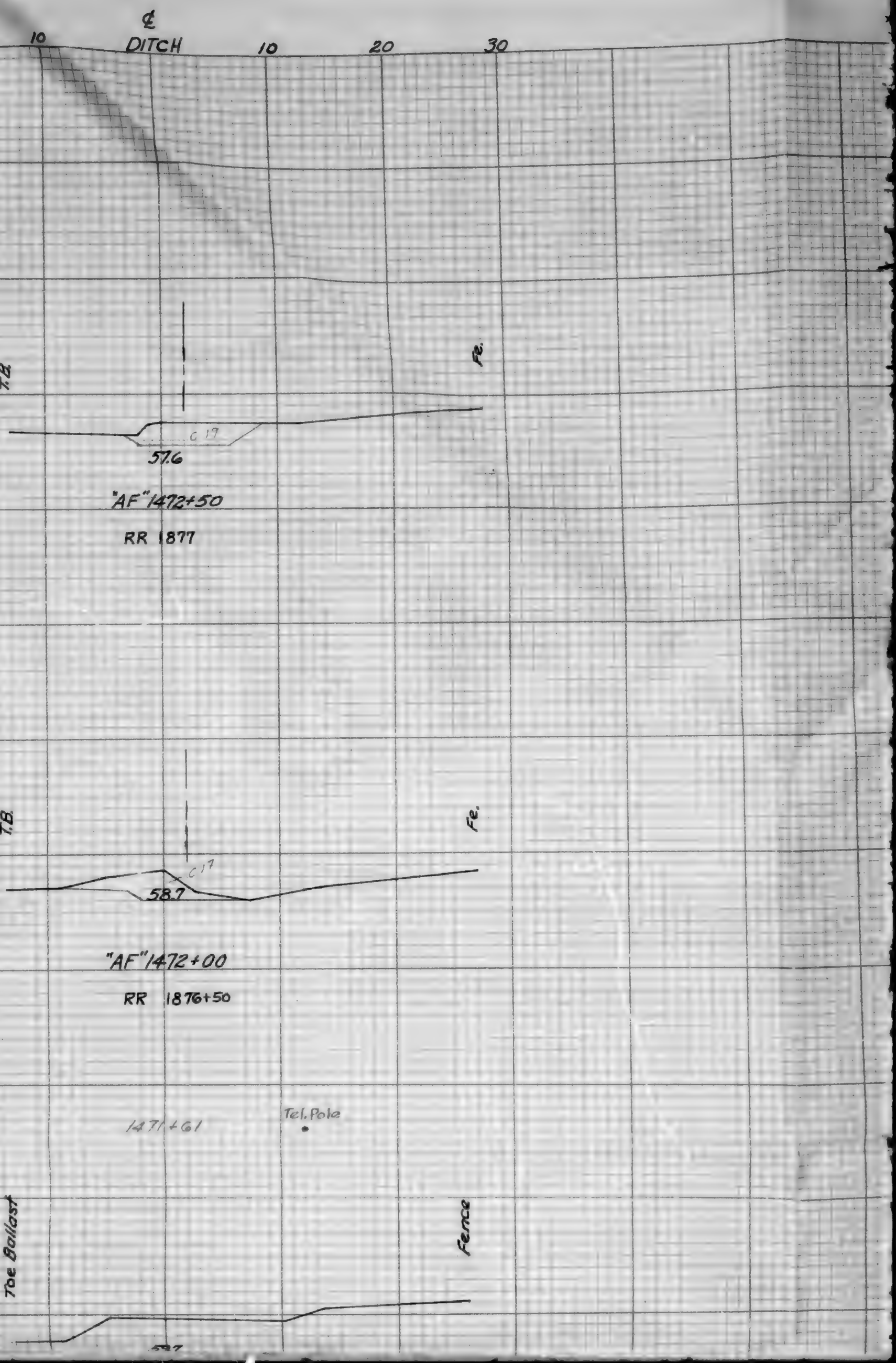
Highway Sta. "AF" 1471+50 to 1476+50

Vicinity of Dodson

PROFILE & CROSS SECTIONS

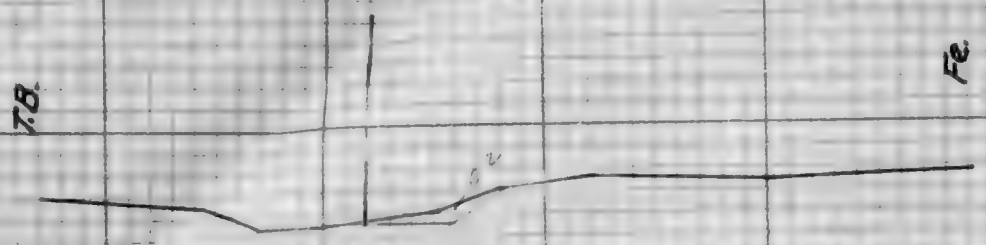
June 30, 1961

C.T. Keasey, Res. Engr.


℄
20
10
DITCH
10
20
30
T.B.
Fe.
C 17
57.6
"AF" 1472+50
RR 1877
T.B.
Fe.
C 17
58.7
"AF" 1472+00
RR 1876+50
1471+61
Tel. Pole
Toe Ballast
Fence

℄

20 10 DITCH 10 20 30



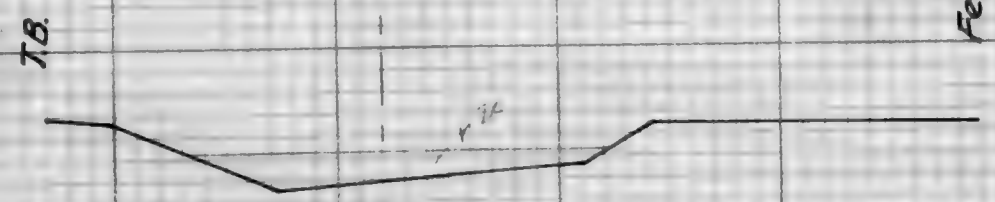
55.4

"AF" 1473+00

RR 1877+50

1472+93

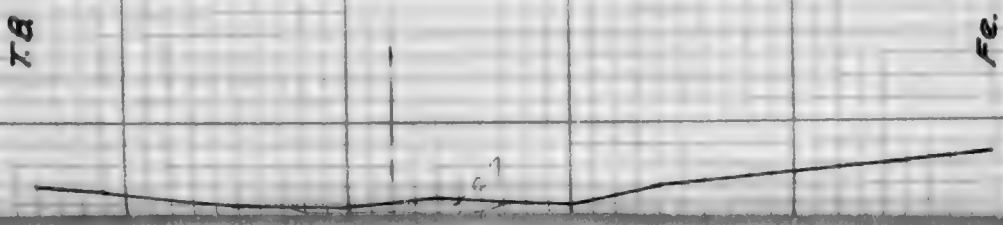
Tel. Pole



53.8

"AF" 1472+80

RR 1877+30



20 10 ℄ DITCH 10 20 30

1475+57.5 Tel. Pole

T.B. Fe.

C-21

56.0

"AF" 1475+50

RR 1880

1475+57.5 Tel. Pole

T.B. Fe.

C-1

55.2

"AF" 1475+00

RR 1879+50

T.B. Fe.

C-4

20 10 ℄ 10 20 30

DITCH

1471+61

Tel. Pole

Toe Ballast

537

"AF" 1471+50

RR 1876

℄ DITCH

20 10 10

Elevation

60

50

+61 Tel. Pole 12' Rt.

Ex

Approximate Railroad Sta. 1876 1877

Highway Sta. "AF" 1471 1472

RR 1877+30

Pole

Fence

7.8

55.8
"AF" 1472+69

RR 1877+09

℄
DITCH

20 30 20 10 10

60

50

+93 Tel. Pole
12.2' Rt.

+108.5
30" Conc. Pipe
Outlet 33' Rt.
El. 59.8

+126.5 Tel. Pole
12.1' Rt.

+157.5 Tel. Pole
11.5' Rt.

Profile

Existing Ground 20' South of South Rail

Scale:
1" = 50' Horiz.
1" = 10' Vert.

1878 1879 1880 1881

1473 1474 1475 1476 1477

Fe.

10 20 30

60

30

T.B.

"AF" /-

RR

/-

T.B.

"AF

R

T.A

"AF

R

20 10

1477

30 10

Fe

55.7

"AF" 1474+50

RR 1879

1474+26.5

Tel. Pole

Fe.

Toe Ballast

55.5

"AF" 1474+00

RR 1878+50

Fe

7.8

55.4

"AF" 1473+50

RR 1878

℄

DITCH

10 20 30

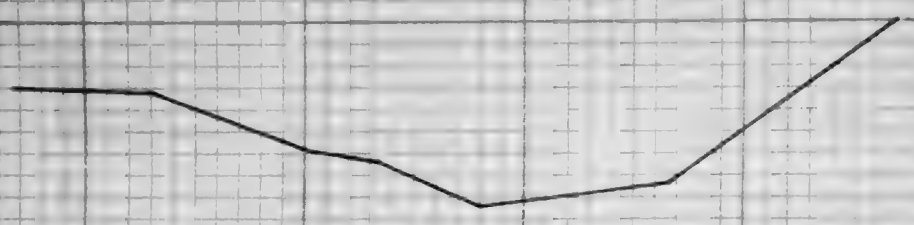
20 10

10 ℄ 10 20 30

DITCH

Toe Ballast

Fence



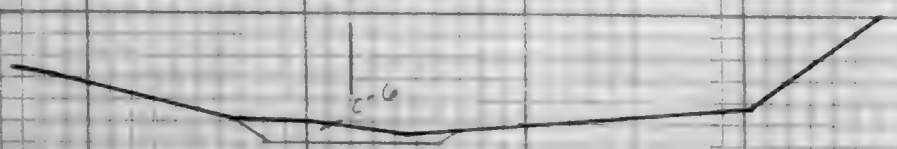
54.2

"AF" 1476 +50

RR 1881

T.B

F2



55.0

"AF" 1476 +00

RR 1880+50

℄

DITCH

10 10 20 30

RECEIVED
JUN 22 1961
FOR FILING
5718

Salem, Oregon
June 21, 1961

Mr. A. E. Johnson

Herewith copy of my letter of June 1 to Mr. R. E. Haacke, Division Engineer, Union Pacific Railroad Company, and a copy of his letter to me of June 19.

Will you please contact Mr. Haacke's office and ascertain what kind of a ditch would be satisfactory to them and then let me have an estimate of doing the work.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Tom Edwards

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2828 NO. LARRABEE AVE.
PORTLAND 17, OREGON

June 19, 1961

File: D 315-2-88

REFERRED TO
Paxson
Asst. State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Sir:

Referring to your letter of June 1 and conversation with Assistant State Highway Engineer Paxson on June 16 regarding the drainage problem in the vicinity of Dodson, with particular reference to the proposed construction of a ditch and suggestion that each party pay half the cost:

Will you please advise anticipated cost for constructing this ditch.

Very truly yours,

R. E. Haacke

R. E. HAACKE
Division Engineer

RECEIVED
JUN 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1961
FOR FILING
I-80N-2(19)33
5718

June 1, 1961

Mr. R. E. Haacke, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Reference is made to your letter of May 15 in regard to drainage in the vicinity of Dodson. This seems to have resolved itself down to a difference of opinion between your office and the State. I have had several reports on this and have made an inspection myself, and my views are contained in my letter to you of February 8, 1961.

We certainly have no intention of dodging any responsibilities placed upon us by any agreement with your company, and, in view of the different views held, I would suggest that we enter into a cooperative agreement in which the ditch is installed with each party paying half the cost. Our contract work is not completed, and the work can be done through our contractor's forces if such agreement is reached.

I would appreciate advice from you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

RECEIVED
MAY 29 1961
COMMISSIONERS

M. [illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

FILING
I-80N-2(19)33
5718

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 26, 1961

Pacific Telephone and Telegraph Company
410 N.E. Clackamas
Portland 12, Oregon

Payment of Railroad Contact Rentals
Dodson-Bonneville Section
Columbia River Highway
Multnomah County

Attention Mr. M. E. Boushs

Gentlemen:

Your release, signed March 17, 1961, requesting payment in the amount of $1,215.18 in lieu of annual rental for contacts on Union Pacific Railroad poles has been approved by the Bureau of Public Roads and the State.

You are hereby authorized to bill us for this amount as right of way costs when you submit your bills for cable adjustment on this project.

Very truly yours,

Tom Edwards
Construction Engineer

By C Baker

C. H. Baker
Asst. Field Construction Engineer

CHB:jw

cc Forrest Cooper
C. G. Polk
R. L. Porter
C. H. Maison
Walter T. Wright
A. E. Johnson
C. T. Keasey

RECEIVED
MAY 26 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAY 24 1961
FOR FILING

I-80N-2(19)33

E-118

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: May 22, 1961

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Oregon Project I-80N-2(19)33
Dodson-Bonneville Section of the
Columbia River Highway

With reference to your letter of May 17, 1961, transmitting the additional information from the Pacific Telephone Company, as requested in our memorandum of April 27, 1961, the lump sum amount of $1,215.18 to be paid in lieu of rental payments is hereby approved for Federal participation.

Porter

RECEIVED
MAY 23 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 18 1961
FOR FILING

I-Eon-2(19)33

5/18

May 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Deiser-Sauvie Island Section
Columbia River Highway
Multnomah County
Project No. I-80E-2(19)33

Reference is made to your letter of April 27, 1961, regarding a lump sum payment of $1,215.18 to the Pacific Telephone & Telegraph Company in lieu of rental payment to the Union Pacific Railroad for contacts on its poles.

We are enclosing copies of the agreement between the Railroad and Company and sketches showing the location of the sections where contact with the poles is required. Railroad mile posts are shown on the sketch.

Regarding your questions:

1. The charge per pole is based on the number of contacts per pole, including spares, per agreement attached.

2. The line will contact 41 poles in Section 1 (CWO #1) and 25 poles in Section 2 (CWO #2).

3. The $94.00 annual rental is a rounded figure based on the percentages given in the P. T. & T. estimate dated July 27, 1960. The actual percentage figures are:

CWO #1,	50.7% x	$131.00 =	$66.42
CWO #2,	35.2% x	82.00 =	28.86
		Total	$95.28

RECEIVED
MAY 18 1961
FOR FILING

The November 2, 1960 letter mentioned, does not refer to the sections above.

4. The 4,909 feet in Section #1, CWO #1, and the 3,027 feet in Section #2, CWO #2, through public and private right of way.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

May 15, 1961

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

File: D 315-2-88

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Replying to your letter of February 8, 1961, about drainage conditions in the vicinity of Dodson, Oregon.

In our opinion, the highway construction work performed by the Highway Commission in this area has materially altered the highway drainage conditions.

Prior to the construction of the new highway through this area, there was a sizable basin in which the drainage waters could accumulate and discharge through the drainage structure under our railroad embankment. This low area has now been completely filled with new highway embankment and the succession of drainage structures constructed through this highway embankment will discharge these drainage waters at various points immediately adjacent to our railroad grade without any controlled means of directing these waters to the drainage structure under the railroad embankment. Consequently, the water discharging from the culverts under the highway will tend to wash the railroad embankment unless a ditch is constructed between the railroad and highway grades to collect the water from these highway structures and direct it to the structure under the railroad grade.

NO—
G. S. PAXSON

You are, of course, aware of the Highway Commission's obligations under its contracts with the Company, dated December 29, 1938, and June 3, 1960, to provide adequate drainage so as not to damage or endanger the railroad property. This obligation obtains irrespective of whether or not the State's construction work is located on railroad property. Your attention is directed to Sections 6 and 8 of the 1938 contract and Sections 2 and 4 of the 1960 contract.

Yours very truly,

R E Haacke

R. E. Haacke
Division Engineer

RECEIVED
MAY 18 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 1[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 1961
FOR FILING
I-5(2)(17)33
5718

May 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12 covering extra clearing and grubbing on the Denison-Sorneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

The clearing between Stations 1588 and 1591 is to make room for a cut-off ditch to intercept surface water and prevent it from washing the cut slope.

The rock cut between Stations 1685 and 1698 has a great deal of soil overburden. It is proposed to construct a bench section in this area, which will require clearing outside of the normal limits.

There are several danger trees on the project which will also be removed under this order.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
MAY 5 1961
FOR FILING

I-5 0 3-2(17)33

5714

May 4, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13 covering the removal of danger trees on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

This work is necessary to remove trees outside of the clearing limits, but which are hazards. There is no bid item covering this work. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
MAY 2 1961
FOR FILING
I-80N-2(19)33
5718

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

April 27, 1961

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

Oregon Project I-80N-2(19)33
Dodson-Bonneville Section of the
Columbia River Highway

With reference to your letter of March 30, 1961, regarding payment of a lump sum amount of $1,215.18 to the Pacific Telephone Company in lieu of rental payments to the Union Pacific Railroad for contacts on their poles, the lump sum procedure is approved, but there are some questions regarding the amount to be paid, such as:

1 - How much per pole rental does the Union Pacific Railroad charge?
2 - How many poles will the telephone line contact?
3 - Is the $94.00 annual rental compiled from the percentage rates for work to be done on private property in accordance with the percentages as listed on the telephone companies estimate of July 27, 1960 and November 2, 1960? These percentages are different for each section.

4 - Does the 4909 feet in Section #1, and 3027 feet in Section 2 of the release include the line through Public Right-of-Way as well as private property? As the original sketches do not show any R.R. mile posts, it is difficult to correlate the release with the planned work on the sketches. Please furnish sketches indicating private and public Right-of-Way covered by this release.

It is also noted that the lump sum amount of $1,215.18 is approximately $27.00 over our calculations.

Approval of the amount of the lump sum is being withheld until the above information is furnished.

Original to File

NOTED
FORREST COOPER

RECEIVED
APR 10 1961
FOR FILING

4-6-61

Monthly Transaction No. 4-25

Project Report No. I-80N-2(19)33

5 1 18

Form PR-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Multnomah

Project No. I-80N-2(19)33

FEDERAL-AID PROJECT AGREEMENT

4-6-61

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

US 30, Dodson to 0.6 mi. E. Bonneville
(Dodson-Bonneville Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering	6-5-57	---
Rights-of-Way		
Construction	5-10-60	4.9
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 2,014,623	$ 1,851,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: _____
R. C. Wright
Administrative Manager

Date executed by Division Engineer April 6, 1961

USComm-DC 40257

April 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by a Highway official, for the Dodson-Bonneville Section, Project I-80N-2(19)23.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

January 26, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding, under separate cover, four copies of estimate as a basis for project agreement for the Dodson-Bonneville Section, Project No. I-80N-2(19)33.

We are also forwarding three copies of railroad agreement with the O&RR & N. Company covering railroad work on the above project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(19)33

DODSON-BONNEVILLE SECTION OF THE COLUMBIA

RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 25, 1961

Type Code 1, E.
Preliminary Engineering — All Required — $ 40,000.00

Type Code 0010
Roadway (Sta. 1472+00 to Sta. 1737+00) (Contract No. 5718)

Clearing and Grubbing	All Required		47,774.00
Removal of Curbs	310 lin. ft.	$ 0.60	186.00
Removal of Wall	15 cu. yds.	50.00	750.00
Drainage Excavation, Unclassified	6,100 cu. yds.	3.25	19,825.00
Structural Excavation for Wall, Unclassified	160 cu. yds.	11.50	1,840.00
General Excavation, Unclassified	1,156,700 cu. yds.	0.75	867,525.00
Short Overhaul	5,043,500 yd. sta.	0.006	30,261.00
Long Overhaul	218,600 C-yd sta.	0.30	65,580.00
Finishing Roadbed and Slopes	4.73 miles	1,600.00	7,568.00
Rounding Cutbanks	17,800 lin. ft.	0.25	4,450.00
12-inch Corrugated Metal Pipe	40 lin. ft.	3.25	130.00
18-inch Corrugated Metal Pipe	720 lin. ft.	4.60	3,312.00
18-inch Corrugated Metal Pipe, 14 gage	200 lin. ft.	5.30	1,060.00
24-inch Corrugated Metal Pipe	700 lin. ft.	7.10	4,970.00
36-inch Corrugated Metal Pipe, 8 gage	160 lin. ft.	18.50	2,960.00
48-inch Corrugated Metal Pipe	70 lin. ft.	18.50	1,316.00
60-inch Corrugated Metal Pipe, 8 gage	140 lin. ft.	35.00	4,900.00
24-inch Half Circle Corrugated Metal Pipe	60 lin. ft.	4.70	282.00
29-inch Arch Type Corrugated Metal Pipe	60 lin. ft.	7.80	468.00
12-inch Concrete Pipe	1,100 lin. ft.	3.60	3,960.00
18-inch Concrete Pipe	1,060 lin. ft.	4.50	4,770.00
24-inch Concrete Pipe	340 lin. ft.	5.75	1,955.00
30-inch Concrete Pipe	44 lin. ft.	7.00	308.00
36-inch Concrete Pipe	720 lin. ft.	11.40	8,208.00
48-inch Concrete Pipe	280 lin. ft.	15.60	4,368.00
Extra for Pipe Under Pavement	100 lin. ft.	4.70	470.00
6-inch Perforated Metal Drain Pipe	1,800 lin. ft.	1.30	2,340.00
12-inch Perforated Metal Drain Pipe	480 lin. ft.	2.65	1,272.00
Special Backfill in Drains	420 cu. yds.	7.40	3,108.00
12-inch Culvert End Sections	4 only	35.00	140.00
18-inch Culvert End Sections	10 only	50.00	500.00
24-inch Culvert End Sections	4 only	72.00	288.00
Salvaging Culvert Pipe	290 lin. ft.	3.60	1,044.00
Class "A" Concrete in Box Culverts	380 cu. yds.	93.00	35,340.00
Metal Reinforcement in Box Culverts	51,000 lbs.	0.13	6,630.00
Class "A" Concrete in Walls	50 cu. yds.	72.00	3,600.00
Metal Reinforcement in Walls	5,200 lbs.	0.13	676.00

Concrete Inlets, Type "D"	8 only	$ 100.00	$ 800.00
Concrete Inlets, Type "G"	2 only	105.00	210.00
Concrete Manholes	4 only	370.00	1,480.00
Metal Guard Rail	270 lin.ft.	2.80	756.00
Salvage and Reinstall Guard Rail	270 lin.ft.	1.60	432.00
Type 2 Barricade	630 lin.ft.	3.90	2,457.00
Guard Rail-Salvaged Barricade	630 lin.ft.	1.40	882.00
6-inch Coated Steel Pipe, 12 gage	550 lin.ft.	4.40	2,420.00
Salvage 6-inch Water Valve	1 only	60.00	60.00
8-inch Water Pipe Relocation	All Required (70%)		2,590.00
Type 1 Fence	880 rods	6.00	5,280.00
12' x 48" Metal Gates	2 only	60.00	120.00
Footpaths	20 sta.	165.00	3,300.00
Pipe Handrail	220 lin.ft.	8.15	1,793.00
Coarse Crushed Material in Base	7,700 cu.yds.	2.50	19,250.00
3/4" - 0 Material in Base	1,130 cu.yds.	2.80	3,164.00
Sprinkling	1,380 M-gals.	2.00	2,760.00
Furnishing and Placing Aggregates	220 cu.yds.	5.50	1,210.00
120-150 Asphalt	22 tons	45.00	990.00
Class "B" Asphaltic Concrete	600 tons	10.00	6,000.00
Construct Power Line, Unit 1	All Required		8,400.00
Construct Power Line, Unit 2	All Required		5,600.00
Construct Power Line, Unit 3	All Required		5,800.00
Construct Power Line, Unit 4	All Required		4,200.00
			$1,224,088.00
Flagging (57% of Contractor's Cost)	All Required		2,500.00
Seeding and Mulching	All Required		7,400.00
Signs (Temporary)	All Required		2,000.00
Adj. Water Lines	All Required		2,000.00
Work by Pacific Telephone & Telegraph Co.	All Required		16,500.00
Slide Removal & Correction	All Required		25,000.00
Construct Service Road (Power Lines)	All Required		6,200.00
Pulling Danger Trees (Power Lines)	All Required		1,000.00
Move Stockpile Material from Waste Area	All Required		5,600.00
**	Subtotal		$1,292,288.00
	10% Engr. & Cont.		129,228.00
	Total		$1,421,516.00

Type Code X281
Farrendale O'xing (Br. #8692)(Sta. 1539+32.58 to Sta. 1540+69.42)(Contract No. 5718)

Structural Excavation	570 cu.yds.	$ 3.40	$ 1,938.00
Structural Excavation below Elevation Shown	25 cu.yds.	9.00	225.00
Class "A" Concrete (463 cu.yds.)(17%)	All Required		39,440.00
Metal Reinforcement (95,200 lbs.)(17%)	All Required		12,376.00
46' Prestressed Beams	42 only	680.00	28,560.00
Concrete Slab Riprap	870 sq.yds.	8.10	7,047.00
8-inch Metal Drain Pipe	60 lin.ft.	2.50	150.00
			$ 89,736.00

Type Code X081
McCord Creek Bridge (Br. #2193-B)(Sta. 1576+68.93 to Sta. 1580+49.93)(Contract No. 5718)

Shoring, Cribbing, Etc.	All Required (40%)		$ 3,200.00
Structural Excavation	1,200 cu.yds.	$ 3.40	4,080.00
Structural Excavation Below Elevation Shown	50 cu.yds.	9.00	450.00
Class "A" Concrete (872 cu.yds.)(32%)	All Required		74,240.00
Metal Reinforcement (189,000 lbs.)(33%)	All Required		24,024.00
60' Prestressed Beams	5 only	1,100.00	5,500.00
63' Prestressed Beams	5 only	1,200.00	6,000.00
72' Prestressed Beams	15 only	1,400.00	21,000.00
Steel Handrail	780 lin.ft.	13.00	10,140.00
8-inch Metal Drain Pipe	120 lin.ft.	2.50	300.00
			$ 148,934.00

Type Code X031
Moffett Creek Bridge (Br. #2194-B)(Sta. 1636+90 to Sta. 1641+48)(Contract No. 5718)

Shoring, Cribbing, Etc.	All Required (60%)		$ 4,800.00
Structural Excavation	3,200 cu.yds.	$ 3.40	10,880.00
Structural Excavation Below Elevation Shown	100 cu.yds.	9.00	900.00
Class "A" Concrete (1,420 cu.yds.)(51%)	All Required		118,320.00
Metal Reinforcement (283,500 lbs.)(50%)	All Required		36,400.00
Structural Steel (396,400 lbs.)	All Required		89,000.00
Metal Parapet Rail	920 lin.ft.	4.00	3,680.00
8-inch Metal Drain Pipe	70 lin.ft.	2.50	175.00
			$ 264,155.00

Subtotal	$ 502,825.00
10% Engr. & Cont.	50,282.00
Total	$ 553,107.00

Length of Roadway - - - - - - - - - - 4.729 Miles
Length of 3 Structures - - - - - - - 0.185 Mile
Length of 2 Structures - - - - - - - 0.000 Mile (Exception)
Total Length - - - - - - - - - - - - 4.994 Miles
Cost of Roadway Per Mile - - - - - - $300,595.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 40,000.00	$ 36,000.00	$ 4,000.00
Roadway	1,421,516.00	1,307,000.00	114,516.00
Structures	553,107.00	508,000.00	45,107.00
	$2,014,623.00	$1,851,000.00	$163,623.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

** Includes Engineering and inspection work by Union Pacific RR Company.

DORSEY-BONNEVILLE SECTION

PROJECT NO. I-BON-2(19)33

Estimated costs of work by the Pacific

Telephone and Telegraph Company

C.W.O. #1		
Labor	$ 6,350.00	
Material	13,606.00	
Equipment	1,000.00	
	$20,956.00	
State Share 50.7%		$10,624.00
C.W.O. #2		
Labor	$ 5,225.00	
Material	7,835.00	
Equipment	950.00	
	$14,010.00	
State Share 35.2%		$ 4,931.00
C.W.O. #3		
Labor	$ 1,582.00	
Material	2,613.00	
Equipment	150.00	
	$ 4,345.00	
State Share 22.7%		$ 986.00
State Share Total		$16,541.00
Use		$16,500.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(19)33

DODSON-BONNEVILLE SECTION OF THE COLUMBIA

RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 26, 1960

Type Code P.E.				
Preliminary Engineering	All Required			$ 40,000.00
Type Code 0010				
Roadway (Sta. 1472+00 to Sta. 1737+00)				
Clearing and Grubbing	All Required			$ 55,000.00
Removal of Curbs	310	lin.ft.	$0.30	93.00
Removal of Wall	15	cu.yds.	5.00	75.00
Drainage Excavation, Unclassified	6,100	cu.yds.	2.50	15,250.00
Structural Excavation for Wall, Unclassified	160	cu.yds.	5.00	800.00
General Excavation, Unclassified	1,156,700	cu.yds.	0.68	786,556.00
Short Overhaul	5,043,500	yd.sta.	0.0075	37,826.25
Long Overhaul	213,600	C-yd.sta.	0.30	65,580.00
Finishing Roadbed and Slopes	4.73	miles	1,500.00	7,095.00
Rounding Cutbanks	17,800	lin.ft.	0.15	2,670.00
12-inch Corrugated Metal Pipe	40	lin.ft.	3.75	150.00
18-inch Corrugated Metal Pipe	720	lin.ft.	5.00	3,600.00
18-inch Corrugated Metal Pipe, 14 Gage	200	lin.ft.	6.00	1,200.00
24-inch Corrugated Metal Pipe	700	lin.ft.	7.50	5,250.00
36-inch Corrugated Metal Pipe, 8 Gage	160	lin.ft.	15.50	2,480.00
48-inch Corrugated Metal Pipe	70	lin.ft.	25.00	1,750.00
60-inch Corrugated Metal Pipe, 8-gage	140	lin.ft.	32.00	4,480.00
24-inch Half-Circle Corrugated Metal Pipe	60	lin.ft.	5.50	330.00
29-inch Arch Type Corrugated Metal Pipe	60	lin.ft.	9.00	540.00
12-inch Concrete Pipe	1,100	lin.ft.	2.50	2,750.00
18-inch Concrete Pipe	1,160	lin.ft.	4.50	4,770.00
24-inch Concrete Pipe	340	lin.ft.	6.00	2,040.00
30-inch Concrete Pipe	44	lin.ft.	8.50	374.00
36-inch Concrete Pipe	720	lin.ft.	10.00	7,200.00
48-inch Concrete Pipe	280	lin.ft.	15.00	4,200.00
Extra for Pipe Under Pavement	100	lin.ft.	3.00	300.00
6-inch Perforated Metal Drain Pipe	1,800	lin.ft.	2.00	3,600.00
12-inch Perforated Metal Drain Pipe	480	lin.ft.	3.75	1,800.00
Special Backfill in Drains	420	cu.yds.	6.00	2,520.00
12-inch Culvert End Sections	4	only	25.00	100.00
18-inch Culvert End Sections	10	only	50.00	500.00
24-inch Culvert End Sections	4	only	75.00	300.00
Salvaging Culvert Pipe	290	lin.ft.	3.00	870.00
Class "A" Concrete in Box Culverts	380	cu.yds.	50.00	19,000.00
Metal Reinforcement in Box Culverts	51,000	lbs.	0.14	7,140.00
Class "A" Concrete in Walls	50	cu.yds.	55.00	2,750.00
Metal Reinforcement in Walls	5,200	lbs.	0.14	728.00
Concrete Inlets, Type "D"	8	only	90.00	720.00
Concrete Inlets, Type "G"	2	only	100.00	200.00
Concrete Manholes	4	only	300.00	1,200.00

Metal Guard Rail	270	lin.ft.	$3.00	$ 810.00
Salvage and Reinstall Guard Rail	270	lin.ft.	1.50	405.00
Type 2 Barricade	630	lin.ft.	4.50	2,835.00
Guard Rail-Salvaged Barricade	630	lin.ft.	1.50	945.00
6-inch Coated Steel Pipe, 12 Gage	550	lin.ft.	5.00	2,750.00
Salvage 6-inch Water Valve	1	only	25.00	25.00
8-inch Water Pipe Relocation	All	Required	(70%)	2,625.00
Type 1 Fence	880	rods	6.00	5,280.00
12' x 48" Metal Gates	2	only	85.00	170.00
Footpaths	20	Sta.	250.00	5,000.00
Pipe Handrail	220	lin.ft.	4.50	990.00
Coarse Crushed Material in Base	7,700	cu.yds.	2.00	15,400.00
3/4" - 0 Material in Base	1,130	cu.yds.	2.10	2,373.00
Sprinkling	1,380	M-gal.	2.50	3,450.00
Furnishing and Placing Aggregates	220	cu.yd.	3.75	825.00
120-150 Asphalt	22	tons	42.00	924.00
Class "B" Asphaltic Concrete	600	tons	14.00	8,400.00
Construct Power Line, Unit 1	All	Required		11,300.00
Construct Power Line, Unit 2	All	Required		10,365.00
Construct Power Line, Unit 3	All	Required		6,042.50
Construct Power Line, Unit 4	All	Required		3,647.00
				$1,138,343.75
Flagging, (57½% of Contractor's Cost)	All	Required		2,500.00
Seeding and Mulching	All	Required		7,400.00
Signs (Temporary)	All	Required		2,000.00
Adjust Water Lines	All	Required		2,000.00
Work by Pacific Tel.& Tel.Co.	All	Required		17,500.00
Slide Removal & Correction	All	Required		25,000.00
Construct Service Road (Power Lines)	All	Required		6,200.00
Falling Danger Trees (Power Lines)	All	Required		1,000.00
Move Stockpile Material from Waste Area	All	Required		5,600.00
	Subtotal			$1,207,548.75
	10% Engr. & Cont.			120,754.25
	Total			$1,328,303.00

Type Code X231
Harrendale O'xing (Br. #3692)(Sta. 1539+32.58 to Sta. 1540+69.42)

Structural Excavation	570	cu.yds.	$9.00	$ 5,130.00
Structural Excavation Below Elevation Shown	25	cu.yd.	15.00	375.00
Class "A" Concrete (463 cu.yd. at $70.00)	All	Required		32,410.00
Metal Reinforcement (95,200 lbs. at $0.125)	All	Required		11,900.00
46' Prestressed Beams	42	only	800.00	33,600.00
Concrete Slab Riprap	870	sq.yd.	9.00	7,830.00
8-inch Metal Drain Pipe	60	lin.ft.	4.00	240.00
				$ 91,485.00

Type Code X031
McCord Creek Bridge (Br. #2193-B)(Sta. 1576+68.93 to Sta. 1580+49.93)

Shoring, Cribbing, etc.	All	Required	(40%)	$ 2,000.00
Structural Excavation	1,200	cu.yds.	$9.00	10,800.00
Structural Excavation Below Elevation Shown	50	cu.yd.	15.00	750.00

Class "A" Concrete (372 cu.yds. at $70.00)	All Required			$ 61,040.00
Metal Reinforcement (189,000 lbs. at $0.125)	All Required			23,625.00
60' Prestressed Beams	5 only	$1,200.00		6,000.00
63' Prestressed Beams	5 only	1,265.00		6,325.00
72' Prestressed Beams	15 only	1,525.00		22,875.00
Steel Handrail	780 lin.ft.	12.00		9,360.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00		480.00
				$ 143,255.00

Type Code K031
Moffett Creek Bridge (Br. #2194-B)(Sta. 1636+20 to Sta. 1641+43)

Shoring, Cribbing, etc.	All Required (60%)			$ 3,000.00
Structural Excavation	3,200 cu.yd.	$9.00		28,800.00
Structural Excavation Below Elevation Shown	100 cu.yd.	15.00		1,500.00
Class "A" Concrete (1,440 cu.yds. at $70.00)	All Required			99,400.00
Metal Reinforcement (283,500 lbs. at $0.125)	All Required			35,437.50
Structural Steel (396,400 lbs. at $0.22)	All Required			87,208.00
Metal Parapet Railing	920 lin.ft.	6.00		5,520.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00		280.00
				$ 261,145.50
	Subtotal			$ 495,885.50
	10% Engr. & Cont.			49,588.50
	Total			$ 545,474.00

Length of Roadway	4.729 miles
Length of 3 Structures	0.185 mile
Length of 2 Structures	0.080 mile (exceptions)
Total Length	4.994 miles
Total Cost of Roadway per mile	$280,384.54

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 40,000.00	$ 36,000.00	$ 4,000.00
Roadway	1,328,303.00	1,214,000.00	114,303.00
Structures	545,474.00	500,000.00	45,474.00
	$1,913,777.00	$1,750,000.00	$163,777.00

Prestressed Beam Quantities

46' Beam

Overhead			$ 225.00
Metal Reinforcement	713 lbs. at	$ 0.125	89.13
Prestressed Steel	512 lbs. at	0.45	230.40
Class "A-A" Concrete	4.41 cu.yds. at	58.00	255.47
			$ 800.00

60' Beam

Overhead			$ 225.00
Metal Reinforcement	950 lbs. at	$ 0.125	118.75
Prestressed Steel	738 lbs. at	0.45	332.10
Class "A-A" Concrete	9.03 cu.yds. at	58.00	524.15
			$1,200.00

63' Beam

Overhead			$ 225.00
Metal Reinforcement	980 lbs. at	$ 0.125	122.50
Prestressed Steel	822 lbs. at	0.45	369.90
Class "A-A" Concrete	9.44 cu.yds. at	58.00	547.60
			$1,265.00

73' Beam

Overhead			$ 225.00
Metal Reinforcement	1,095 lbs. at	$ 0.125	136.63
Prestressed Steel	1,205 lbs. at	0.45	542.25
Class "A-A" Concrete,	10.70 cu.yds. at	58.00	621.12
			$1,525.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(19)33

DOUSON-BONNEVILLE SECTION OF THE COLUMBIA

RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 3, 1960

Type Code P.E.			
Preliminary Engineering	All Required		$ 40,000.00
Type Code 0010			
Roadway (Sta. 1472+00 to Sta. 1737+00)			
Clearing and Grubbing	All Required		55,000.00
Removal of Curbs	310 lin. ft.	0.30	93.00
Removal of Wall	15 cu. yds.	5.00	75.00
Drainage Excavation, Unclassified	6,100 cu. yds.	2.50	15,250.00
Structural Excavation for Wall, Unclassified	160 cu. yds.	5.00	800.00
General Excavation, Unclassified	1,156,700 cu. yds.	0.68	786,556.00
Short Overhaul	5,043,500 yd. sta.	0.0075	37,826.25
Long Overhaul	218,600 C-yd. sta.	0.30	65,580.00
Finishing Roadbed and Slopes	4.73 miles	1,500.00	7,095.00
Rounding Cutbanks	17,800 lin. ft.	0.15	2,670.00
12-inch Corrugated Metal Pipe	40 lin. ft.	3.75	150.00
18-inch Corrugated Metal Pipe	720 lin. ft.	5.00	3,600.00
18-inch Corrugated Metal Pipe, 14 gage	200 lin. ft.	6.00	1,200.00
24-inch Corrugated Metal Pipe	700 lin. ft.	7.50	5,250.00
36-inch Corrugated Metal Pipe, 8 gage	160 lin. ft.	15.50	2,480.00
48-inch Corrugated Metal Pipe	70 lin. ft.	25.00	1,750.00
60-inch Corrugated Metal Pipe, 8 gage	140 lin. ft.	32.00	4,480.00
24-inch Half Circle Corrugated Metal Pipe	60 lin. ft.	5.50	330.00
29-inch Arch Type Corrugated Metal Pipe	60 lin. ft.	9.00	540.00
12-inch Concrete Pipe	1,100 lin. ft.	2.50	2,750.00
18-inch Concrete Pipe	1,060 lin. ft.	4.50	4,770.00
24-inch Concrete Pipe	340 lin. ft.	6.00	2,040.00
30-inch Concrete Pipe	44 lin. ft.	8.50	374.00
36-inch Concrete Pipe	720 lin. ft.	10.00	7,200.00
48-inch Concrete Pipe	280 lin. ft.	15.00	4,200.00
Extra for Pipe Under Pavement	100 lin. ft.	3.00	300.00
6-inch Perforated Metal Drain Pipe	1,800 lin. ft.	2.00	3,600.00
12-inch Perforated Metal Drain Pipe	480 lin. ft.	3.75	1,800.00
Special Backfill in Drains	420 cu. yds.	6.00	2,520.00
12-inch Culvert End Sections	4 only	25.00	100.00
18-inch Culvert End Sections	10 only	50.00	500.00
24-inch Culvert End Sections	4 only	75.00	300.00
Salvaging Culvert Pipe	290 lin. ft.	3.00	870.00
Class "A" Concrete in Box Culverts	380 cu. yds.	50.00	19,000.00
Metal Reinforcement in Box Culverts	51,000 lbs	0.14	7,140.00
Class "A" Concrete in Walls	50 cu. yds.	55.00	2,750.00
Metal Reinforcement in Walls	5,200 lbs.	0.14	728.00

Concrete Inlets, Type "D"	8 only	90.00	$ 720.00
Concrete Inlets, Type "G"	2 only	100.00	200.00
Concrete Manholes	4 only	300.00	1,200.00
Metal Guard Rail	270 lin. ft.	3.00	810.00
Salvage and Reinstall Guard Rail	270 lin. ft.	1.50	405.00
Type 2 Barricade	630 lin. ft.	4.50	2,835.00
Guard Rail-Salvaged Barricade	630 lin. ft.	1.50	945.00
6-inch Coated Steel Pipe, 12 gage	550 lin. ft.	5.00	2,750.00
Salvage 6-inch Water Valve	1 only	25.00	25.00
8-inch Water Pipe Relocation	All Required(70%)		2,625.00
Type 1 Fence	880 rods	6.00	5,280.00
12' x 48' Metal Gates	2 only	85.00	170.00
Footpaths	20 sta.	250.00	5,000.00
Pipe Handrail	220 lin. ft.	4.50	990.00
Coarse Crushed Material in Base	7,700 cu. yds.	2.00	15,400.00
3/4" - 0 Material in Base	1,130 cu. yds.	2.10	2,373.00
Sprinkling	1,380 M-gal.	2.50	3,450.00
Furnishing and Placing Aggregates	220 cu. yds.	3.75	825.00
120-150 Asphalt	22 tons	42.00	924.00
Class "B" Asphalt Concrete	60 tons	14.00	840.00
Construct Power Line, Unit 1	All Required		11,300.00
Construct Power Line, Unit 2	All Required		10,365.00
Construct Power Line, Unit 3	All Required		6,042.50
Construct Power Line, Unit 4	All Required		3,647.00
			$1,130,788.75
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Seeding and Mulching	All Required		7,400.00
Signs (Temp.)	All Required		2,000.00
Adjust Water Lines	All Required		2,000.00
Work by Pacific Telephone & Telegraph Co.	All Required		17,500.00
Slide Removal & Correction	All Required		25,000.00
Construct Service Road (Power Lines)	All Required		6,200.00
Felling Danger Trees (Power Lines)	All Required		1,000.00
Move Stockpile Material from Waste Area	All Required		5,600.00
	Subtotal		$1,199,988.75
	10% Engr. & Cont.		119,998.25
	Total		$1,319,987.00

Type Code X281
Warrendale O'Xing (Br. #8692)(Sta. 1539+32.58 to Sta. 1540+69.42)

Structural Excavation	570 cu. yds.	$9.00	$ 5,130.00
Structural Excavation Below Elevation Shown	25 cu. yds.	15.00	375.00
Class "A" Concrete (463 cu. yds. at $70.00)	All Required		32,410.00
Metal Reinforcement (95,200 lbs. at $0.125)	All Required		11,900.00
46' Prestressed Beams	42 only	800.00	33,600.00
Concrete Slab Riprap	870 sq. yds.	9.00	7,830.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 91,485.00

Type Code X061
McCord Creek Bridge (Br. #2193-B)(Sta. 1576+68.93 to Sta. 1580+49.93)

Shoring, Cribbing, Etc.	All Required(40%)		$ 2,000.00
Structural Excavation	1,200 cu. yds.	9.00	10,800.00
Structural Excavation below Elevation Shown	50 cu. yds.	15.00	750.00
Class "A" Concrete (872 cu. yds. at $70.00)	All Required		61,040.00
Metal Reinforcement (189,000 lbs. at $0.125)	All Required		23,625.00
60' Prestressed Beams	5 only	1,200.00	6,000.00
63' Prestressed Beams	5 only	1,265.00	6,325.00
72' Prestressed Beams	15 only	1,525.00	22,875.00
Steel Handrail	780 lin. ft.	12.00	9,360.00
8-inch Metal Drain Pipe	120 lin. ft.	4.00	480.00
			$ 143,255.00

Type Code X031
Moffett Creek Bridge (Br. #2194-B)(Sta. 1636+90 to Sta. 1641+48)

Shoring, Cribbing, Etc.	All Required(60%)		$ 3,000.00
Structural Excavation	3,200 cu. yds.	9.00	28,800.00
Structural Excavation Below Elevation Shown	100 cu. yds.	15.00	1,500.00
Class "A" Concrete (1420 cu. yds. at $70.00)	All Required		99,400.00
Metal Reinforcement (283,500 lbs. at $0.125)	All Required		35,437.50
Structural Steel (396,400 lbs. at $0.22)	All Required		87,208.00
Metal Parapet Rail	920 lin. ft.	6.00	5,520.00
8-inch Metal Drain Pipe	70 lin. ft.	4.00	280.00
			$ 261,145.50

Subtotal	$ 495,885.50
10% Engr. & Cont.	49,588.50
Total	$ 545,474.00

Length of Roadway	4.729 Miles
Length of 3 Structures	0.185 Miles
Length of 2 Structures	0.080 Miles(Exception)
Total Length	4.994 Miles
Cost of Roadway Per Mile	$279,126.03

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 40,000.00	$ 36,000.00	$ 4,000.00
Roadway	1,319,987.00	1,214,000.00	105,987.00
Structures	545,474.00	500,000.00	45,474.00
	$1,905,461.00	$1,750,000.00	$155,461.00

Prestressed Beam Quantities

46' Beam

Overhead		$ 225.00
Metal Reinforcement	713 lbs. at 0.125	89.13
Prestressed Steel	512 lbs. at 0.45	230.40
Class A-A Concrete	4.41 cu. yds. at 58.00	255.47
		$ 800.00

60' Beam

Overhead		$ 225.00
Metal Reinforcement	950 lbs. at 0.125	118.75
Prestressed Steel	738 lbs. at 0.45	332.10
Class A-A Concrete	9.03 cu. yd. at 58.00	524.15
		$1,200.00

63' Beam

Overhead		$ 225.00
Metal Reinforcement	980 lbs. at 0.125	122.50
Prestressed Steel	822 lbs. at 0.45	369.90
Class A-A Concrete	9.44 cu. yd. at 58.00	547.60
		$1,265.00

73' Beam

Overhead		$ 225.00
Metal Reinforcement	1,095 lbs. at 0.125	136.63
Prestressed Steel	1,205 lbs. at 0.45	542.25
Class A-A Concrete	10.70 cu. yd. at 58.00	621.12
		$1,525.00

RECEIVED
APR 4 1961
FOR FILING
I-ION-2(19)33
5718

March 30, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Sodaon-Bonneville Section
Columbia River Highway-Multnomah County
Project I-ION-2(19)33

Dear Sir:

Attached are two copies of a release signed by the Pacific Telephone and Telegraph Company concerning right of way acquisition by the Company for the relocation of their line on the above-noted project.

The original telephone line was located on a private easement, and was relocated at the cost of the State; approved July 28, 1960. The most feasible location for the relocated line was contact on Union Pacific Railroad poles along the railroad. Any other location would have been prohibitively expensive. The Union Pacific Railroad charges a yearly rental for contacts on their poles. The release provides for the payment of a lump sum amount of $1,215.18 in lieu of an annual rental payment to the Company.

The amount of payment was determined as follows: Pacific Telephone and Telegraph Company, in order to establish a rate of customer charge, must file a statement of costs with the P.U.C. A part of this cost includes the expected average life span of a cable such as will be used on this project - at the present time this life span is about 32 or 33 years. The rate of earnings allowed by the P.U.C. is 7%. The annual rental charge by Union Pacific Railroad for the poles for which the State is liable is $94. The amount of $1,215.18, if invested at 7%, would yield the $94 annual charge for 32 years on annuity basis.

Your approval of this method of reimbursing the Company for right of way costs is requested.

Very truly yours,

H. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt
Enc.

RECEIVED
MAR 31 1961
FOR FILING

I-80N-2(19)33
5718

March 30, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering slide correction and pipe repair on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

Springs have been encountered at the head of the Bonneville slide area, Stations 1712+50 to 1722. It is necessary to carry this water away from the slide area. 8-inch corrugated metal pipe has been installed to care for this problem. This was done as an emergency measure to control the slide and to keep construction moving.

There is an 8-inch cast iron pipe in this area, which is a water supply line for the U. S. Corps of Engineers. Due to action of the slide, this pipe buckled and immediate repair was necessary to preserve the water supply.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
MAR 22 1961
FOR FILING

I-80N-2(19)3
5714

Salem, Oregon
March 22, 1961

Mr. R. L. Porter

Herewith billing from the Union Pacific Railroad Company covering reimbursable costs on the section of US30 from Dodson to Bonneville.

C. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]

cc to: Mr. C. A. Gardner

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

March 21, 1961

2828 NO. LARRABEE AVE.
PORTLAND 17, OREGON

File: D 315-2-88

Mr. W. C. Williams
State Highway Engineer
Department of Highways
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Herewith in quadruplicate our Bill No. 965677 covering expenses incurred by Railroad forces incident to the reconstruction of the Oregon State Highway between Dodson and Bonneville, Oregon.

Yours truly,

G H Baker

G. H. Baker EAH
Superintendent

RECEIVED
MAR 22 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 22 1961
CHIEF ENGINEER

RECEIVED
MAR 13 1961

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

FOR FILING I-80N-2(19)33

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon
5718
Attention: Mr. G. S. Paxson

DATE: March 10, 1961

By: D M Emrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Railroad Agreement - Oregon Project I-80N-2(19)33
Oregon-Washington Railroad (Union Pacific)
Dodson-Bonneville Section, Columbia River Highway

This memorandum cancels our memorandum of February 1, 1961, same subject.

We hereby approve the agreement dated June 3, 1960, between the State and the railroad companies. Those costs arising from railroad protective services as described in the contract are not eligible for Federal participation, but are to be borne by the contractor.

RECEIVED
MAR 13 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
FEB 9 1961
FOR FILING

E-80N-2(19)-3
5718

February 8, 1961

Mr. R. E. Hacke, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Reference is made to your letter of January 10 concerning drainage conditions on the Dodson-Cowlitz Section of the Columbia River Highway. I have delayed answering this until I could go over the ground myself. I have also examined the contour maps showing the terrain before our recent work was done. In no case have we blocked up any existing drainage channels, and essentially the drainage toward your railroad is the same as it was prior to our construction. I am aware of your concern about the large pipe which is being placed under the frontage road just east of Dodson, but I would call your attention to the fact that this pipe is placed in a natural drainage course through which all drainage in the area flowed prior to our construction.

As to seepage areas and ponding effects, the service road lying between the highway and the railroad now provides a large area where water would be retained, and, in my opinion, the seepage would be just as effective as it was prior to our work.

I would also bring out that none of the work has been done upon railroad right of way, and that the area in the neighborhood of your Station 1375 did not drain to your existing culvert prior to our construction.

I am not able to see where the State should be called upon to correct this condition.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSPiso

cc to: Mr. W. C. Williams
Mr. A. E. Johnson

RECEIVED
FEB 3 1961
FOR FILING

FORM E-30 BOM 7-59 22124

I-80N-2(19)33
5718

REFERRED 2-2-61
TO Cooper
Thought you might be interested in this report
LEONARD I. LINDAS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1961

SUBJECT: Recovery from Cascade Locks for relocating power line

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

I have been in recent contact with Curt Baker in regard to the above-entitled matter and he tells me that the final costs of relocating the lines will not be determined until probably sometime in the early spring or summer.

The cost of relocating the poles are under contract but building of certain service roads into these poles is to be done by the contractor on an extra work order basis. This sum has been estimated to be about $10,000. Until the work is actually completed, we will not know the exact cost.

I have had a letter from Mr. Parker, City Attorney for the City of Hood River who states that he will be in to see me on his next trip to Salem.

GLEN V. SORENSEN
Staff Attorney

GVS:ch
cc: Frank McKinney

NOTED
FORREST COOPER

RECEIVED
FEB 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 1961

FORM CO-12A
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

FOR FILING

I-80N-2(19)33

TO : Mr. W. C. Williams, State Highway Engineer
5718 Salem, Oregon

DATE: February 1, 1961

Attention: Mr. G. S. Paxson

By: D. M. Emrich
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Railroad Agreement
Oregon-Washington Railroad (Union Pacific)
Dodson-Bonneville Section
Columbia River Highway
Project I-80N-2(19)33

We have today approved the agreement dated June 3, 1960 between the State and the railroad companies. However, no part of the costs arising from the agreement is eligible for Federal participation. Under the terms of the contract, the cost of railroad protective services is to be borne by the contractor.

RECEIVED
FEB 2 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

January 12th, 1961

I-80N-2(19)33

5718

SUBJECT: Railroad Drainage Complaint
Dodson-Bonneville Section
Contract 5718

To:
G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Enclosed is a copy of a letter received from the Union Pacific Railroad Company this date, referring to their request submitted under date of November 30, 1960.

Reports were submitted to you concerning this request under date of December 9th and 14th, 1960.

A. E. JOHNSON
Division Engineer

AEJ:w
Encl.

NOTED
G. S. PAXSON

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2523 NO. LARRABEE AVE.
PORTLAND 17, OREGON

January 10, 1961

File: D 315-2-88

Mr. Al Johnson
Division Engineer
Oregon State Highway
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

Under date of November 30, 1960, wrote you as follows:

"In line with discussion on ground at Dodson recently, I have had a ditch line profile prepared and attach two copies hereto.

"From this you will note the water from your culverts about opposite our Stations 1872+60 and 1877+33 will not flow to our culvert at Station 1884+16 until it ponds up within a foot of the top of the ties of the main track, thereby creating a very unsatisfactory condition and a distinct hazard to our operation account the possibility of washout.

"With the construction of the additional paved roadways in the area between the present highway and our track, the ponding area which heretofore has been able to absorb a great part of this drainage is not now available and we are fearful that the faster runoff due to the additional paving will damage our track structure unless it can flow readily to our culvert at Station 1884+16, and would appreciate having you correct the condition at an early date.

"Will you please advise how you propose to handle."

Will you please advise.

Yours truly,

R E Haacke

R. E. Haacke
Division Engineer EAH

RECEIVED

RECEIVED
1960
FOR FILING
I-84N-2(19)33
571R

408 State Highway Building
Salem, Oregon

December 27, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. R. L. Porter
Office Engineer

C. G. Polk, Division Engineer
08-35.9 Salem, Oregon

Utility Adjustment - Pacific Telephone-Northwest (subsidiary of Pacific Telephone and Telegraph Co.) Oregon Project I-80N-2(19)33, Dodson-Bonneville Section, Columbia River Highway

We hereby approve the work to be done by the subject utility company as set forth in their cost estimate dated November 2, 1960 and accompanying sketch map. This work is considered to be a part of the work authorized in our letter of July 28, 1960, and the dates specified in that letter are controlling insofar as reimbursement is concerned. Your letter of December 8, 1960 to the utility company is considered to be incorporated in the over-all agreement.

NOTED
FORREST COOPER

RECEIVED
DEC 21 1960
FOR FILING

I-9(4)N-2(19)33
5718

December 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dodson-Bonneville Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(19)33

Dear Sir:

Herewith are two copies of Assistant Counsel's letter regarding additional adjustment of the facilities of the Pacific Telephone and Telegraph Company on the subject project. The estimate and sketch for this additional work were submitted to you with our letter of November 15, 1960.

This should cover all phases of the agreement and clear the telephone adjustments for full approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

RECEIVED
DEC 23 1960
FILING

1-10N-2(19)

5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 14, 1960

To:

SUBJECT: Dodson-Bonneville Section
Railroad Drainage Complaint
Contract No. 5718

Mr. G. S. Paxon
Assistant State Highway Engineer

By letter of December 13, 1960, you ask if our highway embankments or service road embankments have obstructed any ditches which led drainage to the railroad culvert.

To our knowledge no ditches were existent on the property now occupied by our recent construction, either in the area of highway widening or of service road construction.

Prior to construction the original ground generally sloped down from our existing highway to the railroad track. This area is now covered with embankments for the highway widening and service road construction, which forces the water to run on railroad property in order to reach the railroad culvert inlet. This was somewhat the case prior to construction, however, due to the improvement of our property causing a more rapid run-off, the situation has been aggravated.

E. S. Hunter

E. S. HUNTER
Assistant Division Engineer

ESH:t

RECEIVED
DEC 1960
ENGINEER

Salem, Oregon
December 13, 1960

Mr. A. E. Johnson

I have Mr. Hunter's report on the drainage in the Dodson-Bonneville Section, dated December 9.

One question which I think will decide the matter is whether we have obstructed any ditches which led drainage to the railroad culverts. It is possible that fill slopes went from the highway or from the service roads and filled up existing ditches and forced water over against the railroad embankments. Can you advise as to this?

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

FORM E-30 SOM 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 9, 1960

SUBJECT: Railroad Drainage
Dodson-Bonnebille Section
Columbia River Highway
Contract 5718

To:

Mr. G. S. Paxson
Assistant State Highway Engineer

Under date of November 29, 1960, I wrote a letter explaining certain drainage difficulties the Union Pacific Railroad Company has brought to our attention near Dodson, on the subject construction project. I now enclose a copy of the Railroad's letter to us and a copy each of map and profile supplied by them.

The Railroad's concern is clearly stated in this letter and reasons for this concern are just. We feel, however, that the improvement of the Railroad ditch is an existing Railroad maintenance problem made more critical by our recent highway construction. The recent construction does not place the responsibility of ditch maintenance along the railroad on the Highway Department, even though said construction does account for a faster run-off and thus a greater concentration of water at the 36" railroad culvert. The drainage area remains the same, and the cross culverts on the highway are virtually the same as before.

It is the recommendation of this office that the Railroad be informed that we assume no responsibility for the inadequacy of their cross culvert and roadbed ditches in that the inadequacy was caused by the improvement of our property and not the changing or addition of the drainage.

E. S. Hunter

E. S. HUNTER
Assistat Division Engineer

ESH:t
cc: Tom Edwards

RECEIVED
DEC 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Form 2552
4-58-100M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 N. Larrabee Avenue
Portland 17, Oregon

November 30, 1960

File: D 315-2-88

Mr. Al Johnson
Division Engineer
Oregon State Highway
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

In line with discussion on ground at Dodson recently, I have had a ditch line profile prepared and attach two copies hereto.

From this you will note the water from your culverts about opposite our Stations 1872+60 and 1877+33 will not flow to our culvert at Station 1884+16 until it ponds up within a foot of the top of the ties of the main track, thereby creating a very unsatisfactory condition and a distinct hazard to our operation account the possibility of washout.

With the construction of the additional paved roadways in the area between the present highway and our track, the ponding area which heretofore has been able to absorb a great part of this drainage is not now available and we are fearful that the faster runoff due to the additional paving will damage our track structure unless it can flow readily to our culvert at Station 1884+16, and would appreciate having you correct the condition at an early date.

Will you please advise how you propose to handle.

Yours truly,

R. E. Haacke

R. E. Haacke
Division Engineer

RECEIVED
DEC 6 1960
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

V-5-15

El. 115.8

El. 100

El. 100

100

El. 99.2

El. 98.1

95

90

1871+73.7 W 8" V.C.P.

1871

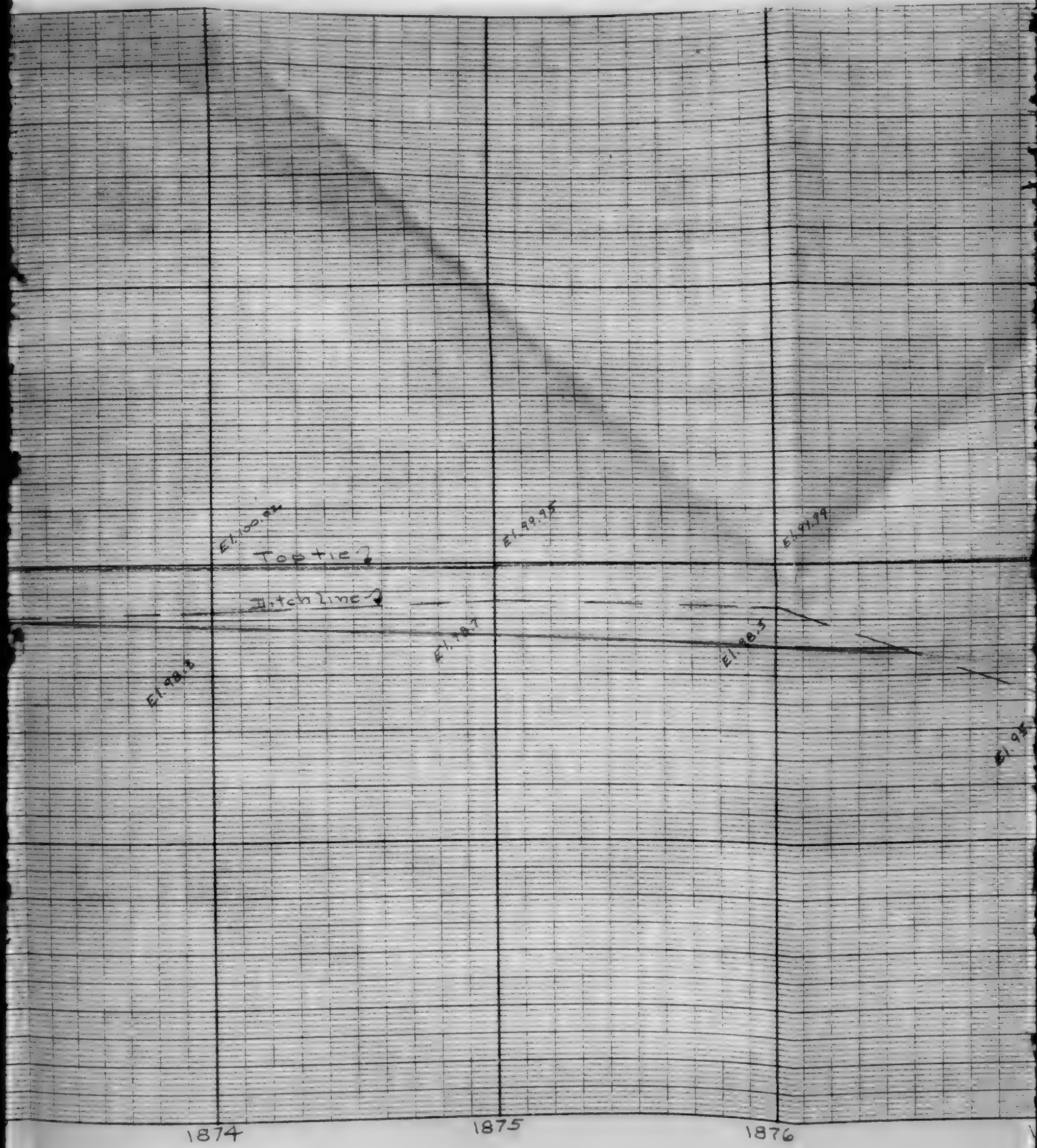
1872

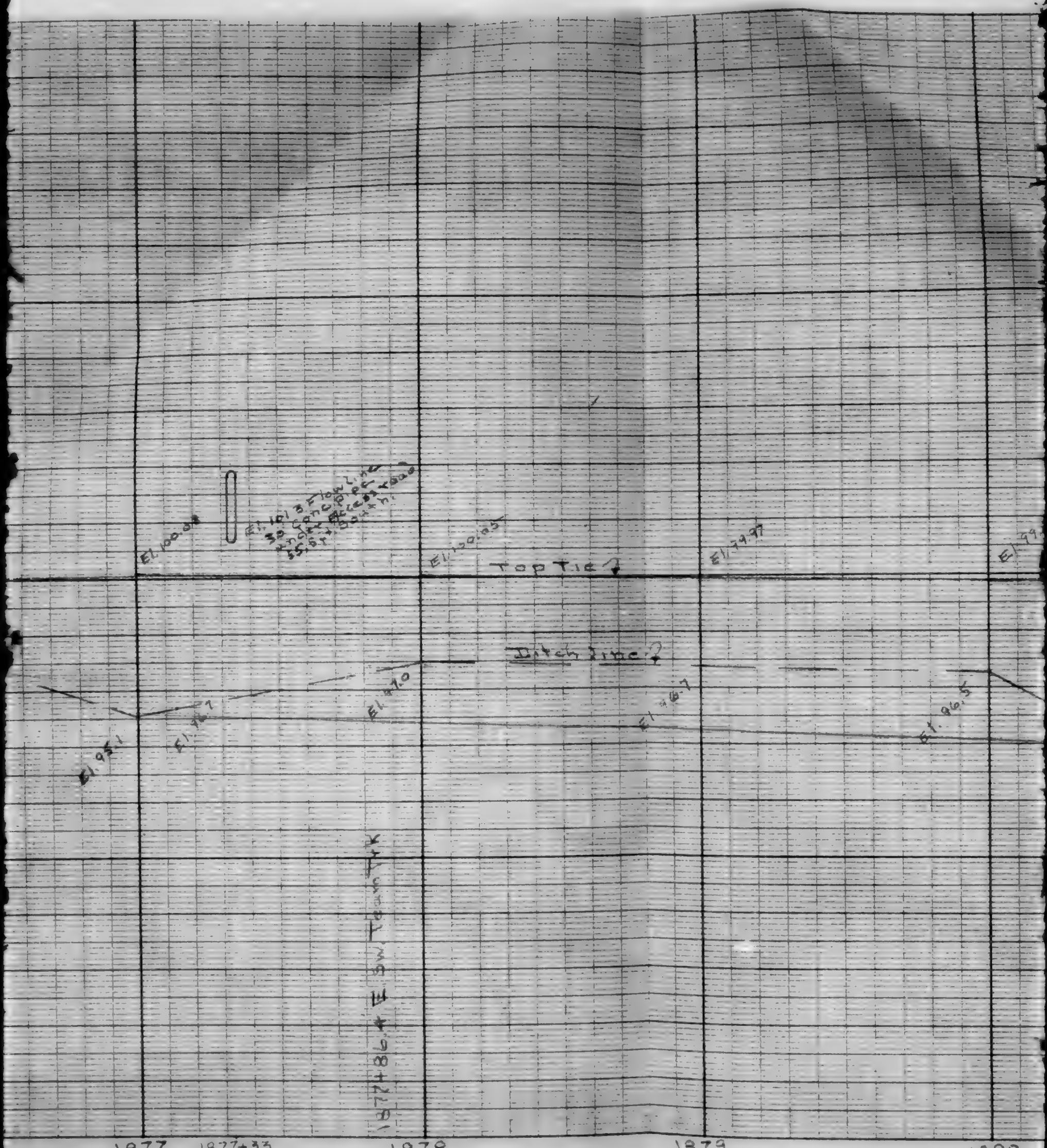
1872+70

1873

CHARLES BRUNING COMPANY

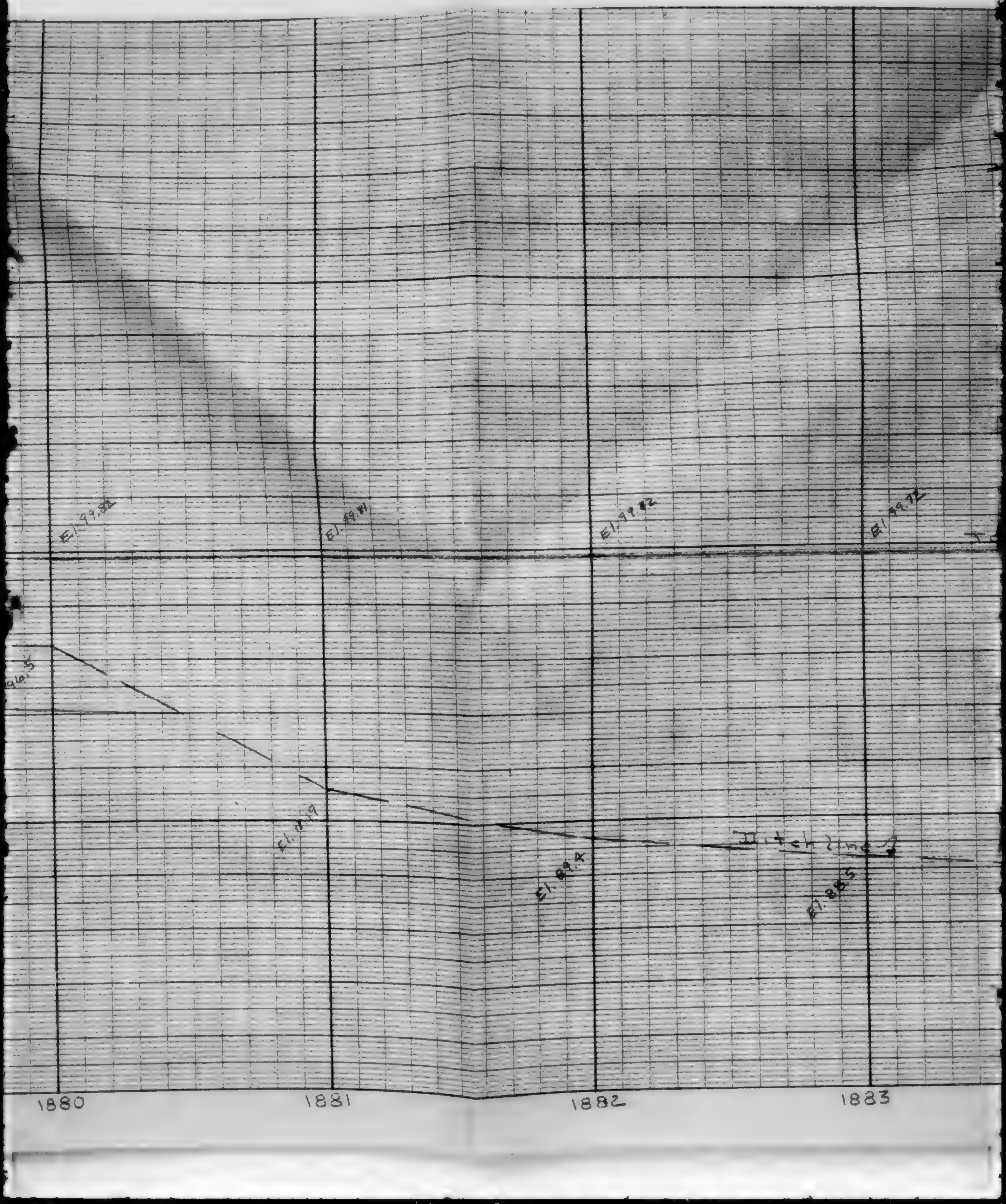
PROFILE PLATE A


El. 100.2
Top tie
Pitch Line
El. 98.8
El. 98.7
El. 99.9
El. 98.3
El. 97.99
El. 9
1874
1875
1876



CHARLES BRUNING COMPANY

PROFILE PLATE A


El. 99.82
El. 99.81
El. 99.82
El. 99.92
El. 99.5
El. 99.9
El. 88.4
El. 88.5
1880
1881
1882
1883

El. 99.7+

Joint

El. 99.7+

El. 99.9

El. 99.7+

El. 92.0 Flowline
6'x6' Conc. Box
under Access Road
62.5'± South

El. 87.6 Flowline
36" C.M.P. under Trk.

1884+16.6

1884+47.1

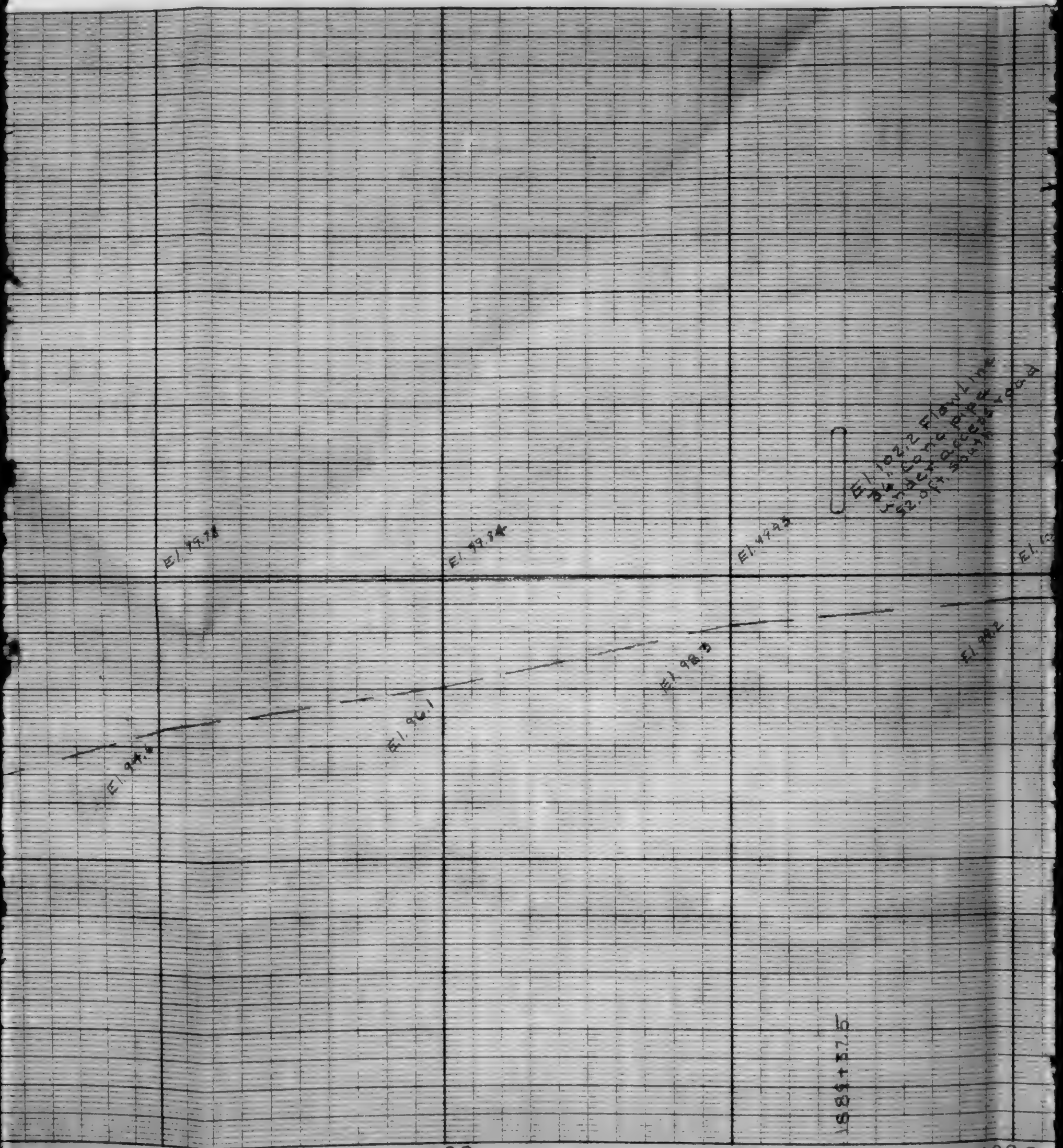
1884

1885

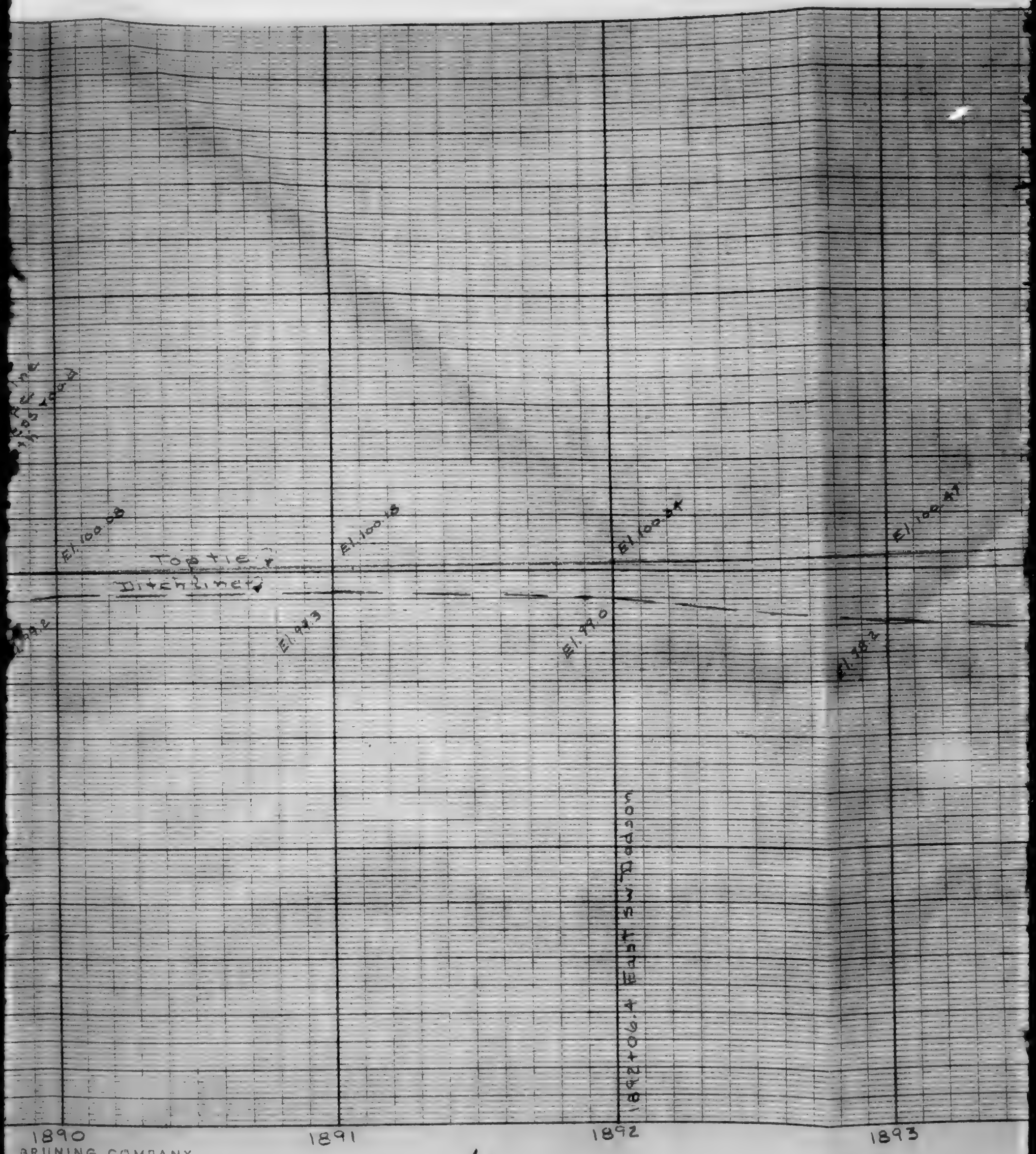
1886

CHARLES BRUNING COMPANY

PROFILE PLATE A

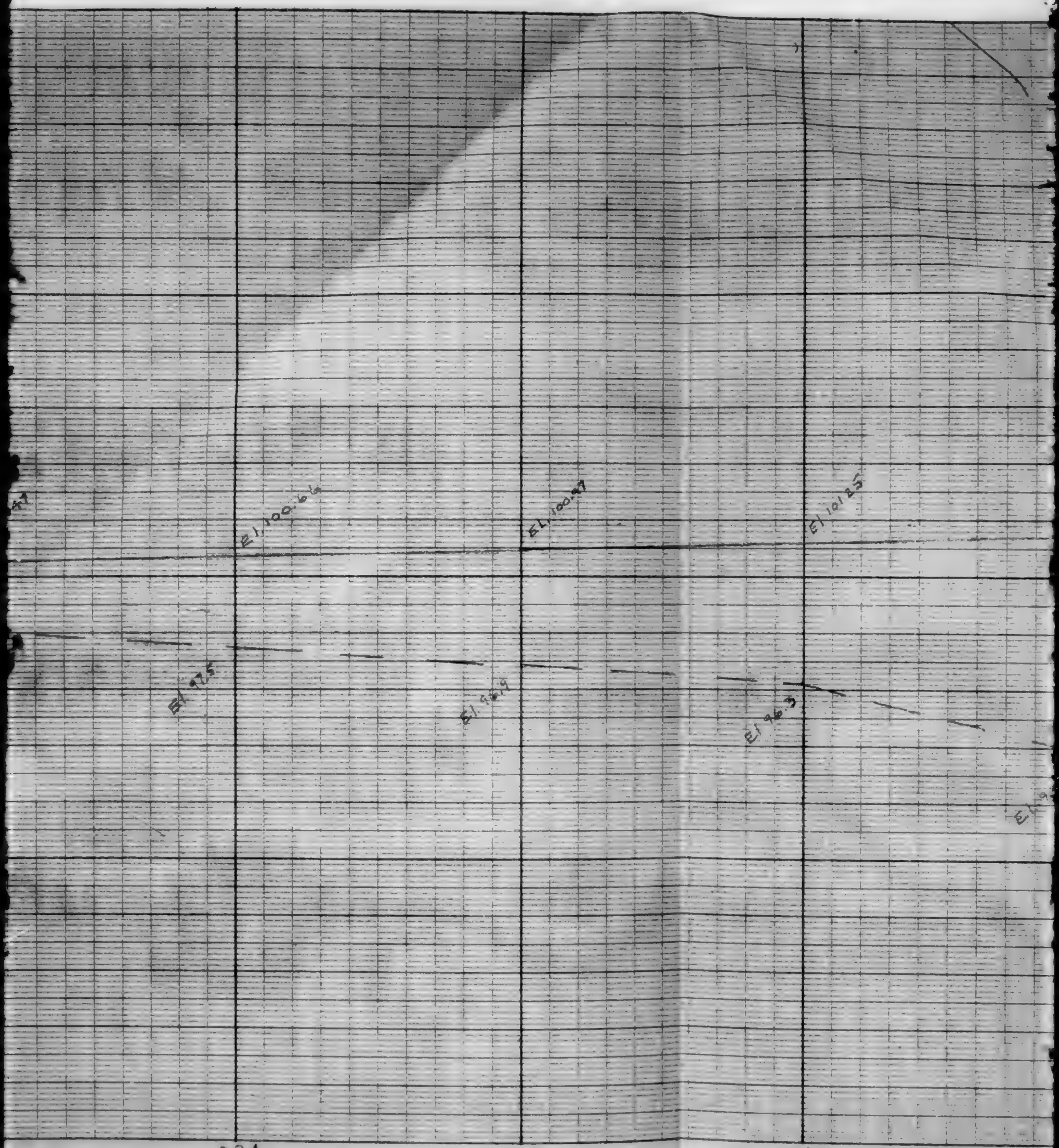


CHARLES BRUNING
PROFILE PLAT



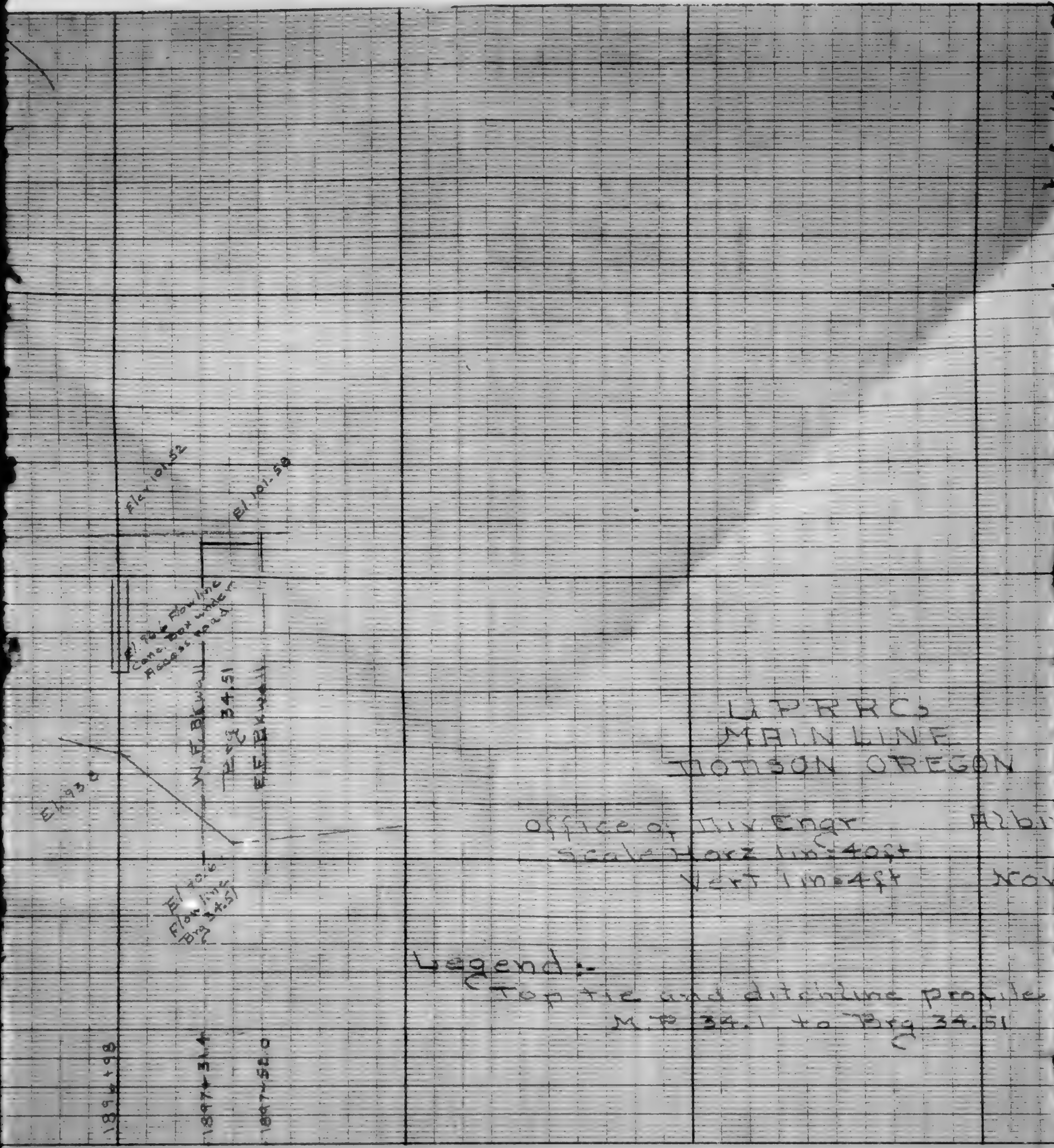
BRUNING COMPANY

OFILE PLATE A



CHARLES BRUNING COMPANY

PROFILE PLATE A



UPRRC's
MAIN LINE
MOTSON OREGON

Office of Div Engr Albi
Scale Horz 1in=40ft
Vert 1in=4ft Nov

Legend:-
Top tie and ditchline profile
M.P 38.1 to Brg 34.51

V-5-15

UPRRCo
MAIN LINE
NOTSON OREGON

Office of Div Engr Albany Ore

Scale Horz 1in=40ft

Vert 1in=4ft Nov 30 1960

Legend:-
Top tie and ditchline profile
M.P 34.1 to M.P 34.51

MM 1869+273

034

868+345

868+362 PT.

1463+88.6 P.C.C. 0°30' Cv

1866+954 P.C.C.

LOT 4

459+076
54+600

P.S. 152' Lt. 1 86.4

'87' Lt. Hand Throw Derail +36.5

Elect. Pole +

239' Lt. Hand Throw Derail +41.6

524' Lt. Elect. Pole +57.1
E 12' Iron Gates 50.5' Lt. +48.0
49' Lt. End of Fence +19.8

P.S. 154' Lt. -73.2

OFRAIL

No. 3

No. 2

No. 1

ELECT. LINE

ROAD

COLUMBIA

+787 "HUDSON" Station Sign 28.5 Rt

+ Elect. Pole 51' Rt

+376 Tel. Pole 51.2' Rt
+354 Beg. of Fence 49 Rt.
+326 E. 18' Iron Private Road X'ng
+198 End of Fence 42.2 Rt.

8870

M-1 1869 + 27.3

LOT 3

Ditch profile
Locate Hiway pipes and get
Flow line elevations.

HIGHWAY

RIVER

LOT 2

SIGNAL LINE

1892+60.9 P.T.

1436 M.C.S.O. RI

+644 Color Lite Signal No 344 25 RI

52 [illegible] Elect Pole +98.5

372' Lt Beg Tel Line +1.95
508' Lt Fence Cor +15.0

East Backwall Of Bridge +9.10
West Backwall Of Bridge +70.6
495 Lt. Fence Cor +54.4

ELECT LINE

+09.0 Elect Pole 85 Rt.

497+17.3 P.C.C.
Δ = 16°38'37"

+40.0 Fence Cor. 50 Rt

+03.0 End of Wing Wall 22' Rt.

+60.4 End of Wing Wall 22' Rt.

+20.5 Fence Cor 49.5' Rt

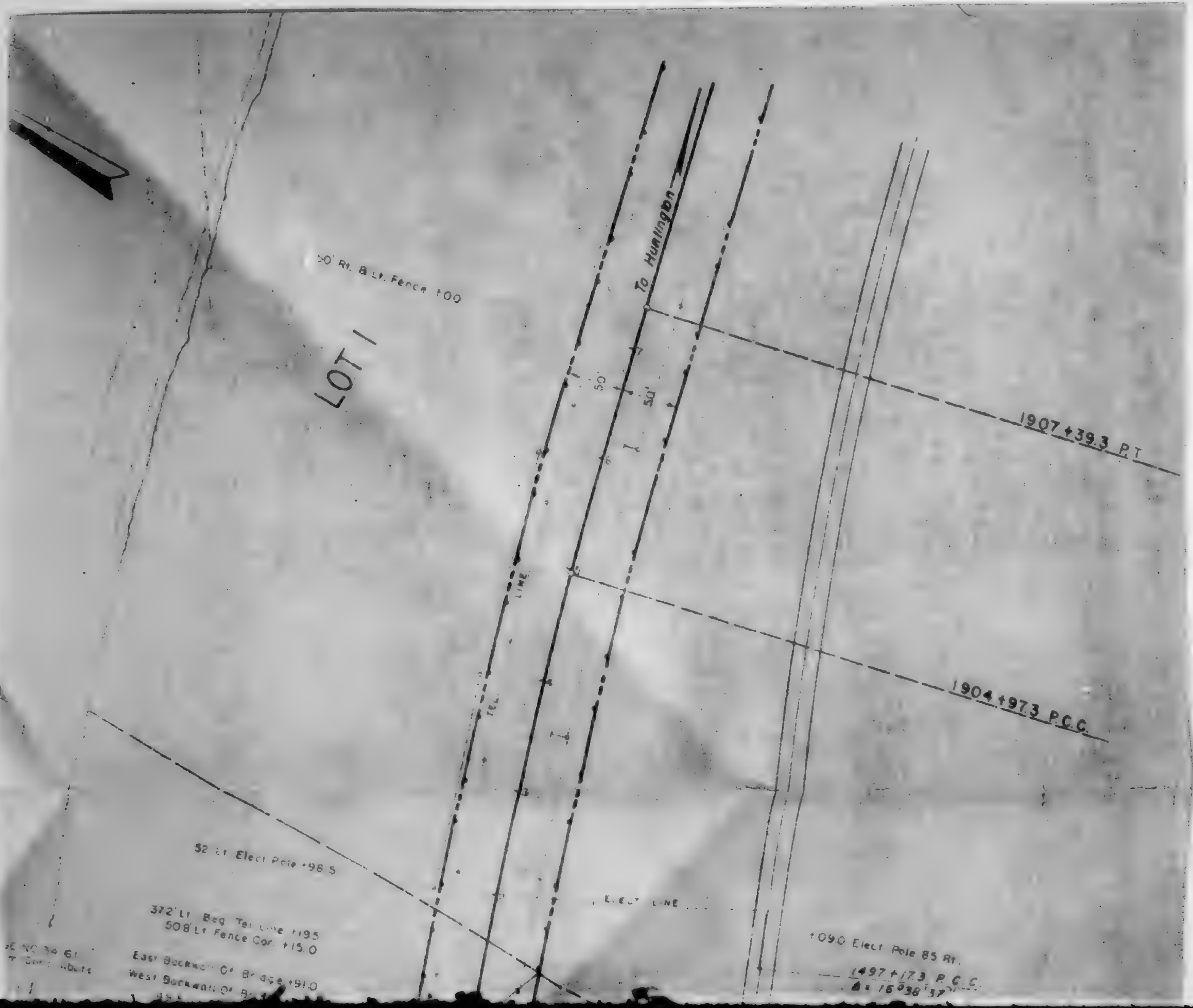
[illegible] Fence Cor. +78.8
East Backwall Of Bridge +52.0
West Backwall Of Bridge +31.4
[illegible] Fence Cor. +01.0

+78.8 Fence Cor 49.5' Rt
+62.6 End of Wingwall 22' Rt

+19.7 End of Wingwall 22' Rt.
+01.0 Fence Cor. 48.5' Rt,

1895+02.9 P.C.C.

2


50' Rt. & Lt. Fence 100
LOT 1
To Huntington
50'
50'
1907+39.3 P.T.
1904+97.3 P.C.C.
52' Lt Elect Pole +98.5
372' Lt Beg Tel Line +195
508' Lt Fence Cor. +15.0
East Backwall Of Bridge +91.0
ELECT LINE
+09.0 Elect Pole 85 Rt.
1497+17.3 P.C.C.

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 29th, 1960

SUBJECT: Dodson-Bonneville Section
Columbia River Highway
Contract 5718

To: G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

At your telephone request, I contacted Mr. Elmer Horstman of the Union Pacific Railroad, and went over on the ground with him, the drainage problem between Stations 1465 and 1490 on the subject project.

The chief concern of the railroad is that we have six culverts, ranging in size up to a 6 x 6 box culvert, all leading to the railroad ditch, which is drained by a 36 inch corrugated metal pipe under the railroad. In the past, there has been no trouble by this apparent overloading of the railroad drainage, as there was ample storage area between the highway and the railroad to allow the water to seep into the ground. On completion of the present project, this will not be the case, as the additional widening of two lanes and the construction of a frontage road will occupy this storage area.

The railroad people have tentatively requested that we do some ditching along the railroad tracks and will supply us with a profile along the centerline of the proposed ditch.

It would seem that this problem is one of railroad maintenance, however, the additional acreage of pavement has contributed to a faster run-off, and as mentioned before, the widening and frontage road construction have eliminated most of the storage area.

It is not the intention at this time to make a firm recommendation. As soon as the railroad supplies us with a profile, and a formal request regarding the work that they wish done, a report and recommendation will be submitted by this office.

E. S. Hunter

E. S. HUNTER
Assistant Division Engineer

ESH:t
cc: Tom Edwards

RECEIVED
NOV 30 1960
OFFICE OF
ENGINEER

RECEIVED
- 1960
FOR FILE
1-BoN-2(19)38
5718

December 7, 1960

1887

Mr. Gunnard Ellesson
R. F. D.
Bonneville, Oregon

Dear Mr. Ellesson:

Pursuant to Mr. Cooper's letter to you of November 25, our Assistant Division Engineer, Mr. E. S. Hunter, contacted you and went over your access and water line problems with you. He has advised me that he has put fine gravel on your driveway and that you are satisfied with the result.

I also understand from Mr. Hunter that you have amicably settled the water line dispute with the contractor.

I trust that the problems outlined in your letter have been taken care of.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Forrest Cooper
Tom Edwards
A. E. Johnson

LHY:fp ms

PLEASE RETURN TO
FORREST C[illegible]ER

Bonneville Oregon Nov-20-40
R.F.D.

Dear Sir:

My location is 1 Warrendal oregon 3 miles east of Bonneville dam. I am writing you for advice. I have $200.00 in pipe dies & Equipment for mauling that work in this neighborhood.

I repaired & furnished some fittings for pipe line running over my property for people on north side of road. which the contractor Gibbins & Read took 4 time in a week I repaired them, one of the boys said turn your bill in. I told them all I wanted was a road so I could come home & go out. At the me time there boss fellow was transfered to a Bigger job on contract in Idaho. the one there now wont even talk to me. I need some more Gravel so I can have a road wider than 8 ft when snow come I may lie upside down on hyway. present is so curve the rocks jump under wheels, my old road was about 7 % grade this one is 12 % I need some 1/4 minus on top.
if I can't get that can I have your permition to Park them on main hyway if I cant make it here.

Yours
Edmund E Clesson

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FOR FILING
1-90N-2(19)23
5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 2nd, 1960

SUBJECT: Dodson-Bonneville Section
Columbia River Highway
Contract 5718

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Pursuant to your letter of November 23, 1960, concerning a complaint by Mr. Gunnard Ellesson, who maintains a residence adjacent to the subject project, I personally contacted Mr. Ellesson on the evening of November 30, 1960 to determine exactly what his problems were. The only complaint he voiced at this time was that his driveway had only coarse crushed base material on it. The addition of 3/4"-0 material has since taken care of this complaint. He did not mention anything about the driveway being too narrow, and in fact, he is completely satisfied at this time.

In regard to his comments about doing water line work for the contractor, he informed me that this has been settled, in that the contractor bladed and surfaced a road connecting his neighbor's house to his driveway.

E. S. Hunter

E. S. HUNTER
Assistant Division Engineer

ESH:w
cc: Forrest Cooper
C. T. Keasey

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DEC - 5 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC - 5 1960
OFFICE OF
STATE HIGHWAY ENGINEER

November 25, 1960

Mr. Gunnard Ellesson
R. F. D.
Bonneville, Oregon

Dear Mr. Ellesson:

Reference is made to your letter of November 20. I do not quite understand your problem, so I am asking one of our Division Office staff to call on you and discuss exactly what your problem is and what our obligation is with respect to it.

As soon as we understand the problem, we will take such action as is indicated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. E. Johnson - Please follow up - report.

F.C.

FORREST COOPER

Bonneville Oregon Mar-20-40
R.F.D.

Dear Sir:

My location is 11 annual oregon 3 miles east of Bonneville dam. I am writing you for advice. I have $200.00 in pipe ditch & Equipment for mining that work in this neighborhood.

I repaired & furnished some fittings for pipe line running on my property to people on north side of road, which the contractor Gibbins & Reed took up time in a mile I repaired them, one of the boys said turn your bill in. I told them all I wanted was a road so I could come home & go out. At the same time there was folks was transfered to a bigger job on contract in Alaska. the out there now wont even talk to me. I need some more Ground so I can have a road under them 8 ft when snow come I may be upside down on highway. Present is so low the rocks jump under wheels, my old road was about 7 ft good this one is 12 ft I want some 1/4 mile on top.

if I can't get that can I have your permission to Park down on main highway if I can't make it here.

Yours truly
Forrest E. Cooper

RECEIVED
NOV 15 1960
FOR FILING

I-40N-2(19)33
5718

November 15, 1960

Mr. C. S. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 10 covering the reinstallation of a 6-inch water valve on the Bodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-40N-2(19)33.

Under the special provisions, the 6-inch water valve left of Station "BD" 1710+15 is to be salvaged. The line to the valve was thought to be no longer in service. The line is in service and the Railroad Company has requested that it be reinstalled. This valve is also used to drain the 6-inch pipe and it will be necessary to reconnect the drain pipe.

This work has been verbally recommended for approval by the B.P.R. Area Engineer.

Very truly yours,

H. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.

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November 15, 1960

Dalles-Dunsmuir Section
Columbia River Highway
Multnomah County
Project No. I-XX-19(33)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are two copies of additional estimate and sketch for adjusting facilities of the Pacific Telephone and Telegraph Company (Pacific Telephone-Northwest, a subsidiary) on the subject project.

This work is covered in Assistant Counsel's letter submitted to you July 28, 1960. The total additional work to be done was not determined until after clearing and staking of the area was completed.

It is requested that approval of this additional work be retroactive to July 28, 1960, to coincide with your approval of the original work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encls.

RECEIVED
OCT 25 1960
FOR FILING
I-80N-2(19)33

408 State Highway Building
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

October 21, 1960

5718

By:
D. M. Emrich
Acting Division Engineer

C. C. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-2(19)33
Dodson-Bonneville Section, Columbia River Highway
Order for State Force Work, Seeding and Mulching
Total Cost estimate is $7,400
Federal participation $6,600

De Reference is made to your letter dated October 17, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter

NOTED
FORREST COOPER

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FOR FILING
I-10N-2(19)
5718

October 17, 1960

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 22A-230, covering seeding and mulching on the Detour-Cornelius Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract. Required equipment is not readily available for contracting. Verbal approval has been given by the BPR Area engineer.

Your approval of this order on actual cost basis under the provisions of Par 2(-6.) is requested.

The total estimated amount of the order is $7,400.00, with Federal participation of $6,660.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

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OCT 11 1960
FOR FILING

I-80N-2(19)

5718

October 11, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering work necessary to salvage items of geologic interest and value on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

Petrified tree and stump portions have been found in excavation on this project. One large stump has been excavated and finding additional pieces is anticipated.

The salvaging and preserving of such material is covered in the General Specifications for highway construction and PPM 20-7. The work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encs.

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1960

To: Mr. Earl Saling

SUBJECT: File No. R-29998
OWRR & N Co. - Union Pacific
Agreement
Dodson-Bonneville Section
Columbia River Highway

Herewith I hand you original executed copy and conformed copies of agreement with Oregon-Washington Railroad & Navigation Co., Union Pacific Railroad Co., Lessee, covering the above-titled project. Distribution of copies has been made as indicated below.

After processing by you, please return the executed copy to Mr. Floyd Query for his files.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach.

cc: G. S. Paxson - with copy of agreement
Tom Edwards - " " " "
A. E. Johnson - " " " "
Floyd Query

OF
ENGINEER NOTED

OCT
OFFICE OF
STATE HIGHWAY ENGINEER

File No. 29998

THIS AGREEMENT made this 3rd day of June, 1960, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, by and through its State Highway Commission (hereinafter called "State"), party of the second part,

W I T N E S S E T H:

RECITALS:

1. The State is improving Columbia River Highway (hereinafter called "highway") between Dodson and Bonneville in Multnomah County, Oregon. Said highway or connections and slopes thereof, when improved, will encroach upon the right of way of the Railroads' main line as hereinafter described.

2. The State intends to finance said project with federal funds under the Federal-Aid Highway Act (hereinafter called "Federal Act") and the rules and regulations promulgated by federal authority thereunder (hereinafter called "Federal Regulations").

3. The State has requested the Railroads to grant easements for said encroachments in the locations hereinafter described, and the Railroads are willing to grant such easements upon and subject to the terms, provisions and conditions hereinafter stated. This agreement is made pursuant to ORS § 366.335 for the purpose of granting to the State the easements hereinafter described and for the purpose of providing for the construction and maintenance of said highway and related matters.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. EASEMENTS GRANTED.

(a) So far as they lawfully may do so, the Railroads hereby grant to the State, subject to each and all of the terms, provisions, conditions, exceptions and reservations contained in this agreement, easements:

First. To construct, maintain, repair, renew and use a connecting or approach road for said highway, together with slopes of said approach road, and connection from said approach road to the Railroads' property and buildings at Bonneville, Oregon, upon that portion of the Railroads' right of way in Multnomah County, Oregon, described as Parcel No. 1 in Schedule 1 attached to and by this reference made part of this agreement, which said property is represented by yellow color on map Exhibit A dated February 26, 1960, hereto attached and by this reference made part of this agreement.

Second. Temporarily to construct, and thereafter maintain, repair, renew and use, a road connection with present private road grade crossing, which temporary connection shall be located on that part of the Railroads' right of way at Dodson in Multnomah County, Oregon, described as Parcel No. 2 in said Schedule 1, which said property is represented by yellow color on map Exhibit B dated February 26, 1960, hereto attached and by this reference made part of this agreement. The Railroads' property referred to in this subparagraph Second shall be used by the State only during the construction period of said project and no longer. Unless sooner terminated as provided in paragraph (f) of this section the easement referred to in this subparagraph Second shall terminate on September 1, 1961.

(b) In consideration for the easement granted in paragraph (a) First of this section, the State shall and will pay to Union Pacific Railroad Company upon execution and delivery of this agreement, the sum of One Hundred Dollars ($100.00), and the State shall and will perform and comply with each and all of the terms, provisions and conditions of this agreement.

(c) The Railroads grant the State only easements for the purposes aforesaid and no other or greater estate. Said easements are granted only in so far as the Railroads lawfully may grant the same, and the Railroads make no covenant or warranty to the State. Said easements include only the Railroads' property described in said Schedule 1 and no other property, and the State shall not encroach upon, occupy or use any other property of the Railroads.

(d) The State's right to use the railroad property described in said Schedule 1 limited strictly to the purposes described in this agreement; and the State shall not use or permit use of said property or any part thereof for any other purposes, except use by the Railroads and by others heretofore or hereafter admitted by the Railroads to the use thereof. Without limiting the foregoing, the State shall not use or permit use of said property or any part thereof (except by the Railroads and by others heretofore or hereafter admitted by the Railroads to the use thereof) for railroad purposes, or for gas, oil or gasoline pipe lines. Any lines constructed on the Railroads' property by or under authority of the State for the purpose of conveying electric power shall be constructed in accordance with specifications and requirements of the Railroads, and in such manner as not adversely to affect communication or signal lines of the Railroads or their licensees now or hereafter located upon said property. No non-party shall be admitted by the State to use or occupy any part of the Railroads' property without the Railroads' consent, nor unless such non-party shall make a satisfactory written agreement with the Railroads therefor. Nothing herein shall obligate the Railroads to give such consent.

(e) The easements hereby granted are subject to any and all encumbrances and rights (whether public or private), irrespective of whether or not they are recorded, existing at the time of granting said easements, and also to any and all extensions and renewals of said existing encumbrances and rights. The State shall not damage, destroy or interfere with the property or rights of non-parties in, upon or relating to the railroad property described in Schedule 1, unless the State at its own expense settles with and obtains release from such non-party or parties on mutually satisfactory terms.

(f) The Railroads' property described in Schedule 1 shall be used by the State only for the purposes aforesaid and not otherwise, and if at any time said property of the Railroads, or any part thereof, shall permanently cease to be used for the purposes aforesaid or shall be used for purposes unauthorized hereby, then the easements hereby granted as to such property or parts thereof shall cease and terminate.

(g) The Railroads reserve the right to use said railroad property for any and all purposes not inconsistent with the easements hereby granted, including, but not by way of limitation, the right to construct, reconstruct, maintain, operate, repair, alter, renew and replace existing tracks, facilities and appurtenances and additional tracks, facilities and appurtenances, located or to be located either wholly or partly within said property; in such manner, however, as not to damage the highway facilities located on said property.

(h) The State will assume, bear and pay all taxes and assessments of whatsoever kind or nature (whether general, local or special) levied or assessed upon or against the railroad property described in said Schedule 1, excepting taxes levied upon and against said property as a component part of the Railroads' operating property in the State of Oregon as a whole.

(i) If any property or rights other than the easements hereby granted are necessary for the construction, maintenance and use of the highway and its appurtenances, or for the performance of any work contemplated by this agreement, the State will acquire all such other property and rights at its own expense and without expense to the Railroads.

Section 2. CONSTRUCTION WORK.

(a) The State, at its own expense and without expense to the Railroads, shall and will construct and complete said highway and all appurtenances thereof, including necessary and proper drainage facilities, and all work incidental thereto, and shall furnish all supervision, labor, material and equipment necessary therefor, except that to be furnished by the Railroads at the expense of the State as herein elsewhere provided. Said work to be performed by the State shall include, but not by way of limitation, construction of the aforesaid connecting road and slopes at Bonneville and approach road to the Railroads' property and buildings, which approach road shall be located substantially as indicated on map Exhibit A. The State also at its own expense will relocate

portions of the Railroads' water system at Bonneville, as indicated by map hereto attached, marked "Exhibit C" and by this reference made part of this agreement. Said pipe line relocation and the construction of said approach road to the railroad property shall be performed and completed in a manner and to a condition satisfactory to the Chief Engineer of the Railroads.

(b) All construction work of the State shall be performed diligently and completed within a reasonable time and in any event within two (2) years from the effective date of this agreement, unless completion within said period is prevented by causes beyond control of the State. No part of said work shall be suspended, discontinued or unduly delayed without the Railroads' written consent and subject to such reasonable conditions as the Railroads may specify. It is understood that the Railroads' tracks at and in the vicinity of the work will be in constant or frequent use during progress of the work, and that movement or stoppage of trains, engines or cars may cause delays in the work of the State and its contractors. The State, for itself and its contractors, hereby assumes the risk of any and all such delays and agrees that no claims for damage shall be made against the Railroads because thereof.

(c) Said work of the State shall be performed and completed in conformity with the Federal Act and Federal Regulations. All of said work shall be completed in a substantial and permanent manner, to the satisfaction of the Railroads, and placed in such condition as not to interfere with or endanger property or operations of the Railroads or of others lawfully using or occupying their property or facilities.

(d) The Railroads may make any and all changes, alterations or relocations, whether temporary or permanent, which in their judgment may be or become necessary because of the said construction work of the State, and the State will reimburse the Railroads for the expense of so doing as hereinafter provided.

(e) The Railroads at the expense of the State (for which expense the State will reimburse the Railroads as hereinafter provided) shall and will perform the following work and furnish the labor, material and equipment necessary therefor:

First. Provide protection for Railroads' communication lines.

Second. Provide protection for Railroads' signal lines.

Third. Provide such engineering, inspection, flagman and watchman service as in the judgment of the Railroads may be necessary for protection of the Railroads' property and operations.

Attached hereto, marked "Exhibit D" and by this reference made part of this agreement, is an estimate of the cost of the work to be performed by the

Railroads at the expense of the State as described in this paragraph.

(f) The State will reimburse the Railroads for the expense of performing the work described and mentioned in paragraphs (d) and (e) of this section, in accordance with and to the extent permitted by Policy and Procedure Memorandum 30-3 of the United States Bureau of Public Roads dated August 15, 1955, and any amendments thereof and supplements thereto. Bills for such reimbursement shall be paid in the manner and at the time provided therein.

Section 3. MAINTENANCE. The State at its own expense shall and will at all times keep and maintain the highway and all appurtenances thereof (including, but not by way of limitation, drainage facilities and said connecting road and approach road) in good condition and repair so as not to jeopardize or interfere with railroad facilities or operations. The State shall also at its own expense maintain said approach road at Bonneville.

Section 4. SAFETY MEASURES. All work of the State contemplated by this agreement (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of operations of the Railroads or of others lawfully occupying or using their property or facilities, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations are of utmost importance, and in order that they may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided, it is agreed with respect to all work of the State, its contractors and subcontractors contemplated by this agreement (whether within or outside of railroad property) that:

(a) Neither the State nor its contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroads' tracks, trains or facilities or appurtenances thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it or its contractors or subcontractors; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroads or of others lawfully using or occupying railroad property or facilities, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such others may be responsible, or to property of the Railroads or such others.

(c) If at any time the State Highway Engineer of Oregon and the Chief Engineer of the Railroads or their respective representatives shall be of the opinion that any work contemplated by this agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) Neither the State nor its contractors shall cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroads (whether or not described in this agreement) in connection with or as a result of the highway project or any work contemplated by this agreement; and any such material and debris shall be promptly removed from the Railroads' property by the State at its own expense, and any damage caused thereby shall be promptly restored and repaired by the State at its own expense, or by the Railroads at the expense of the State.

(e) The State, its contractors or subcontractors, shall not place or discharge explosives upon railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the State or its contractors or subcontractors use any explosives in the vicinity of railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State, its contractors or subcontractors, shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operations; and with respect to any blasting in the vicinity of the railroad tracks, the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad facilities against danger of damage, destruction or interference.

(f) The State shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroads to be obstructed, nor obstruct or interfere with the drainage ditches or drainage facilities of the Railroads.

(g) If the State, its contractors or subcontractors, shall excavate from existing slopes adjacent to the tracks of the Railroads or create new slopes in the performance of any work contemplated hereby, the State, its contractors or subcontractors, shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroads.

(h) The State, at its own expense, shall provide suitable facilities for draining the highway and appurtenances, and shall not suffer or permit drainage water therefrom to flow or collect upon property of the Railroads. The State at its own expense shall provide adequate passageway for the waters of any streams and bodies of water (either natural or artificial, and including water from railroad culverts and drainage facilities) on, along, across or near the property of the Railroads, so that said waters may not because of any facilities or work of the State or its contractors, be impeded, obstructed, diverted or caused to back up, overflow or damage the property of the Railroads or any part thereof.

(i) Before commencing work of construction of the highway or its appurtenances, or other substantial work thereon, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during progress of the work.

(j) The State shall not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to affect adversely the tracks or facilities of the Railroads.

(k) The State's responsiblity for safe conduct and adequate policing and supervision of the project shall not be lessened or otherwise affected by the Railroads' approval of any plans or specifications, or by the Railroads' collaboration in performance of any work, or by the presence at the work site of railroad representatives, or by compliance by the State or its contractors with any requests or recommendations made by such representatives. If a railroad representative is assigned to the project, the State and its contractors will give due consideration to suggestions and recommendations made by such representative for safety and protection of railroad property and operations.

Section 6. INJURY AND DAMAGE. If the State or its contractors, subcontractors, agents, servants or employees, shall in the performance of any work contemplated by this agreement, injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying property of the Railroads, the State shall restore or replace such damage at its own cost and expense.

Section 7. INSURANCE.

(a) Before work is commenced on the project, the State without expense to the Railroads shall furnish and deliver to the Railroads, or shall require each of its contractors to furnish and deliver to the Railroads, a public liability and property damage insurance policy or policies in favor of the Railroads; and the State without expense to the Railroads, at all times during the progress of and until final completion of the project, shall keep and maintain, or cause its contractors to keep and maintain, such policy or policies in full force and effect.

(b) Said public liability insurance shall provide for a maximum limit of not less than Two Hundred Fifty Thousand Dollars ($250,000) for all damages arising out of bodily injuries to or death of one person, and subject to that limit for each person, a total maximum limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of bodily injuries to or death of more than one person in any one occurrence. Said property damage insurance shall provide for a maximum limit of not less than Two Hundred Fifty Thousand Dollars ($250,000) for all damages arising out of injury to or destruction of

property in any one occurrence, and subject to that limit, a total (or aggregate) maximum limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of injury to or destruction of property during the period of work.

(c) The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads as well as other persons, and the term "property" as herein used shall include as well as other property, property owned by and property in the care, custody or control of the Railroads.

(d) Each such insurance policy shall be issued by a reliable insurer authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. Said policy or policies shall be delivered to and remain in the possession of the Railroads.

(e) Each such policy or policies shall conform substantially with the Public Liability and Property Damage Policy provided for in U.S. Bureau of Public Roads Memorandum No. 20-12 dated March 5, 1959.

Section 8. DEFAULT. If the State shall fail, refuse or neglect to do, keep, observe and perform each and all of the terms, provisions, conditions, and covenants of this agreement, the Railroads in addition to any other rights and remedies they may have, may perform any work which in the judgment of the Railroads is necessary to place said highway, slopes and appurtenances in such condition as will not menace, endanger or interfere with railroad facilities or operations or jeopardize railroad passengers or employees; and the State will reimburse the Railroads for the expense thereof.

Section 9. NO PERSONAL LIABILITY. Nothing contained in this agreement shall impose any personal financial responsibility upon any member of the Oregon State Highway Commission, or upon said Commission's officers, agents or employees, nor relieve any of them from any obligations for which they would otherwise be liable.

Section 10. EFFECTIVE DATE. This agreement shall be and become effective as of the 3rd day of June, 1960.

Section 11. SUCCESSORS AND ASSIGNS. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein stated.

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

By /s/ A. E. Stoddard
President

Attest:

/s/ L. J. Bachman
Assistant Secretary

(S E A L)

APPROVED:

/s/ W. C. Williams
State Highway
Engineer

APPROVED AS TO FORM:

/s/ L. I. Lindas
Chief Counsel

/s/ J. W. DeSouza
Assistant Counsel

ATTEST:

/s/ Floyd Query
Secretary

STATE OF OREGON, by and through
its State Highway Commission

By /s/ M. K. McIver
As Chairman

By /s/ K. N. Fridley
As Commissioner

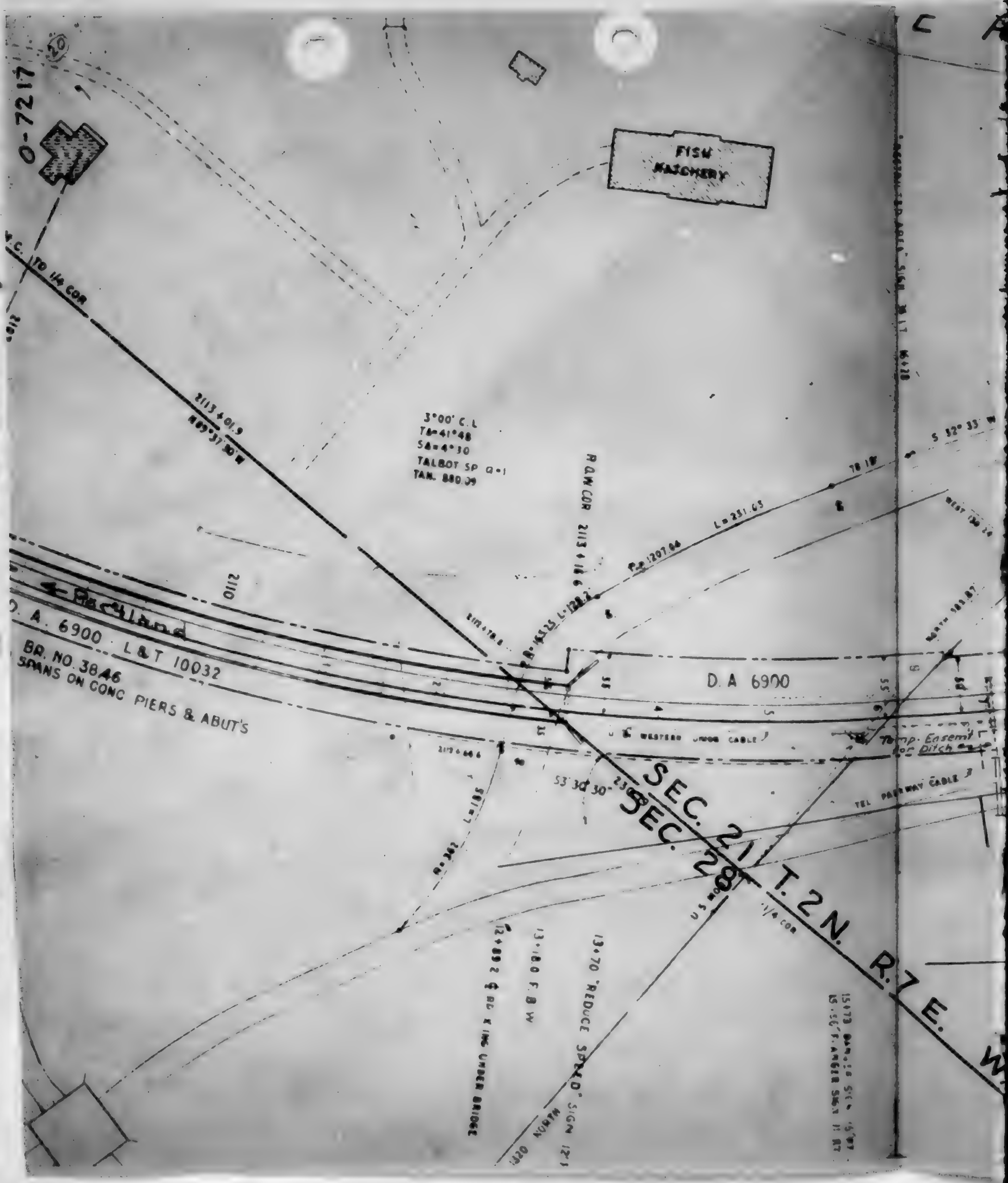
By /s/ Glenn L. Jackson

STATE OF OREGON)
) ss
County of Marion)

On this 3rd day of June, 1960, before me, a Notary Public, appeared M. K. McIVER, K. N. FRIDLEY, and GLENN L. JACKSON, to me personally known, who, each being duly sworn, did say that he, the said M. K. McIver, is Chairman of the State Highway Commission of the State of Oregon, and that he, the said K. N. Fridley, and he, the said Glenn L. Jackson, is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge the said instrument to be the free act and deed of said State, by said State Highway Commission.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year above written.

/s/ Cecil Head
Notary Public for Oregon
My commission expires: November 5, 1962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2110
R.O.W. COR 2113+11.6 9 RT
P.I. 1207.64
L=251.65
S 32° 33' W
78.18
D. A 6900
Temp. Easemt for Ditch
WESTERN UNION CABLE
TEL PARKWAY CABLE
SEC. 21 T. 2N. R. 7 E. W
SEC. 28
53° 30' 30"
2119+44.6
2112+82 & 80 X ING UNDER BRIDGE
13+70 "REDUCE SPEED" SIGN (2)
13+80 F.B.W.
1/4 COR
U.S. HWY 30
Parkland
D. A. 6900 L&T 10032
BR. NO. 3846
SPANS ON CONC PIERS & ABUT'S

C R

C R E E K

AUDITORIUM

RESTRICTED AREA SIGN

BASE COORDINATE
S 13,241.10
W 15,299.60

1324.57'

ADM. BLDG.

D.A. 6900

S 32° 33' W.

448.7

S 2°58' W

2117+93.3 P.C.

WEST 198.26

U.P. SIGNAL PARKWAY CABLE

212C

35'

55'

90'

TELEPHONE & ELEC. PARKWAY

200'

Encroachment Line

PIPE CONDUIT FOR TEL.

GRAVEL

DRIVEWAY

110'

2122+90 P.S.

2122+50

2120+54.2

TEL. PARKWAY CABLE

Parcel ①

286.11'

N 85° 55' E

Temp. Easement for Ditch

PARKWAY CABLE

2120.78 MAIL CRANE RT.

COLUMBIA

RIVER

48°43'

2124.06 P.S.

2123+95

2122+43.47

HIGHWAY

SW¼ SE¼ SEC. 21

R. 7 E. W.M.

S

S

T

2133.16

RESTRICTED AREA SIGN 35 LT 31+79

BRACE POLES 36 LT 30+73

RESTRICTED AREA SIGN 44 LT 29+94

D. A. 6900

U.S. HWY

216.37

40

1

ROCA SLOPE

6" DRAIN

2130

100

2130+00

+77 P.S.

30+35 CULV. NO. 38 97 40 12" C.M.P.

30+80 WATER CRANE

30+50 WATER TANK 24 DIA CAP 50,000 GAL. 58.4' RT

30+10 TOOL HO 14 RT

29+98 ℄ SUPPLY BIN 14' RT.

30+59 BRACE POLES R

N

1314.32

15

6" SANITARY SEWER 2

BUNK HO

318.02

2126+98.7 P.C.C.

250'

SECTION HO

250'

2125+65

2124+75

2123+85

E Relocated Hwy.

U G TELEPHONE CONDUIT

GRAVEL DRIVEWAY

CONC. PARKING AREA

CONC. WALK

BLDG

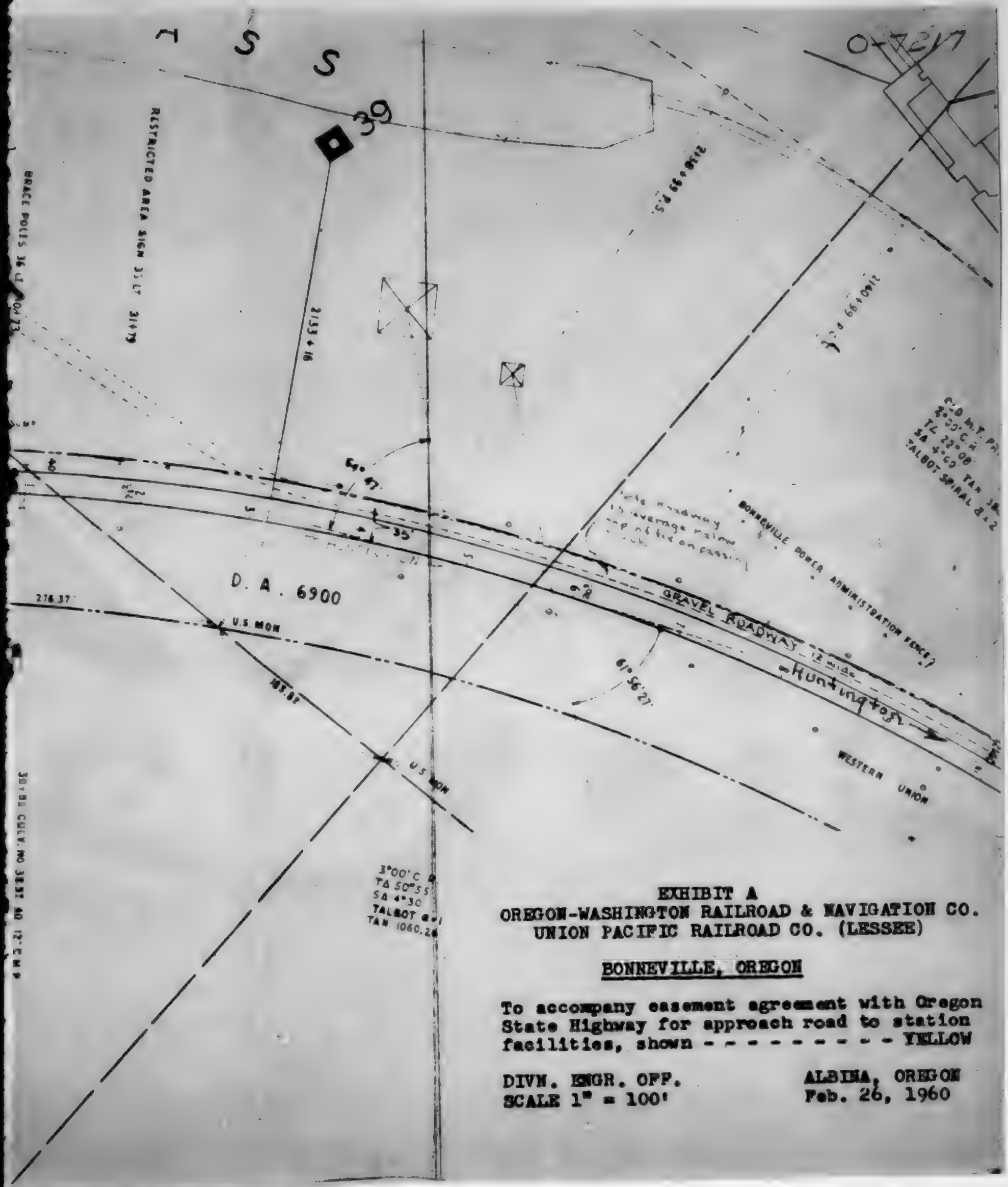


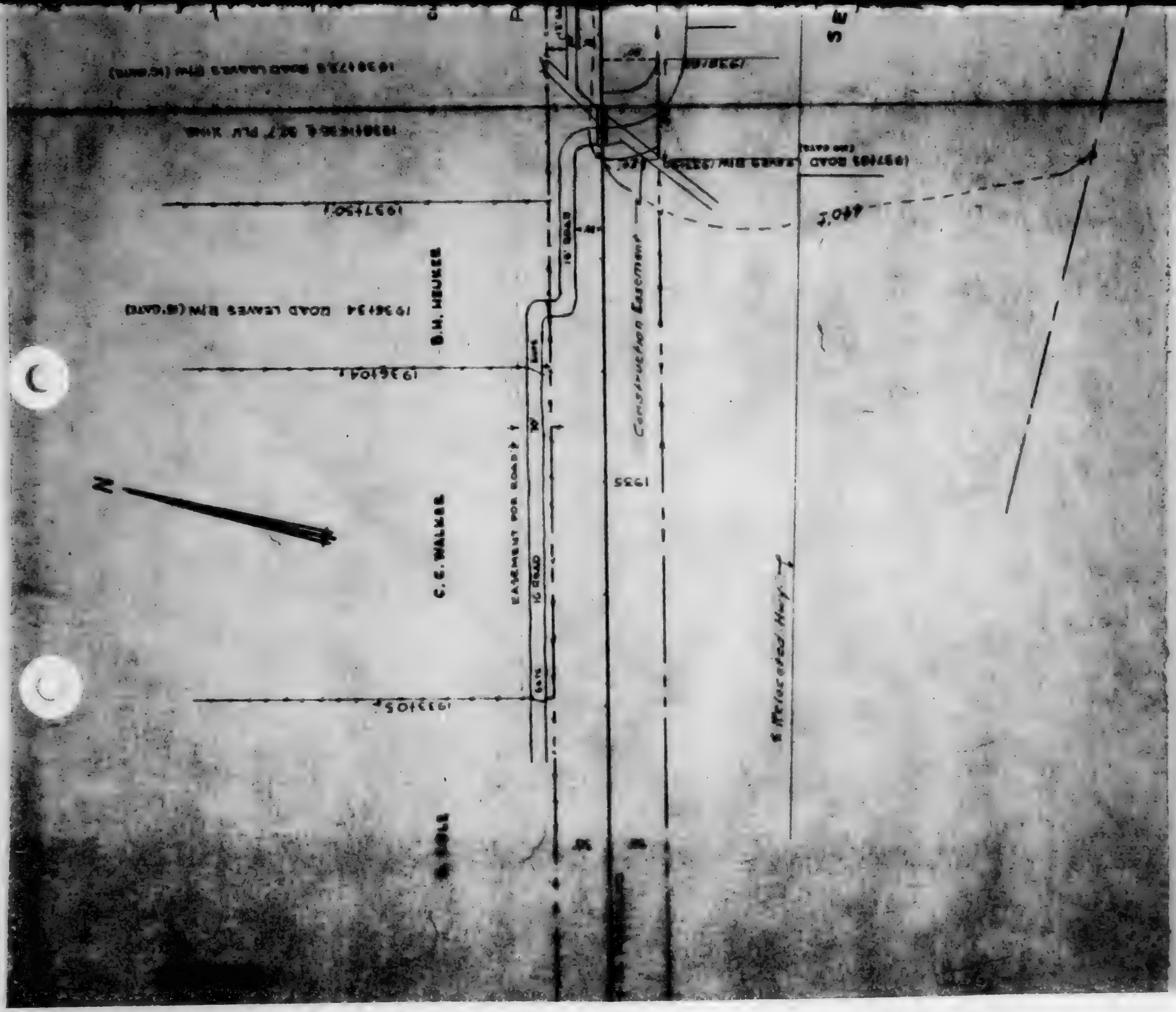
EXHIBIT A
OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

BONNEVILLE, OREGON

To accompany easement agreement with Oregon State Highway for approach road to station facilities, shown - - - - - - - - - - YELLOW

DIVN. ENGR. OFF.
SCALE 1" = 100'

ALBINA, OREGON
Feb. 26, 1960


N
C. E. WALKER
B.H. HEUKER
Construction Easement
EASEMENT FOR ROAD
16' ROAD
1335
1049'
SE

CHARLES J. BELLARTS

CHARLES J. BELLARTS

Parcel 2

R/W LINE?

18' ROAD

490 ±

E Access Road

SE 1/4 NW 1/4 SEC. 36
T. 2 N. R. 6 E. W.M.

O-804-2

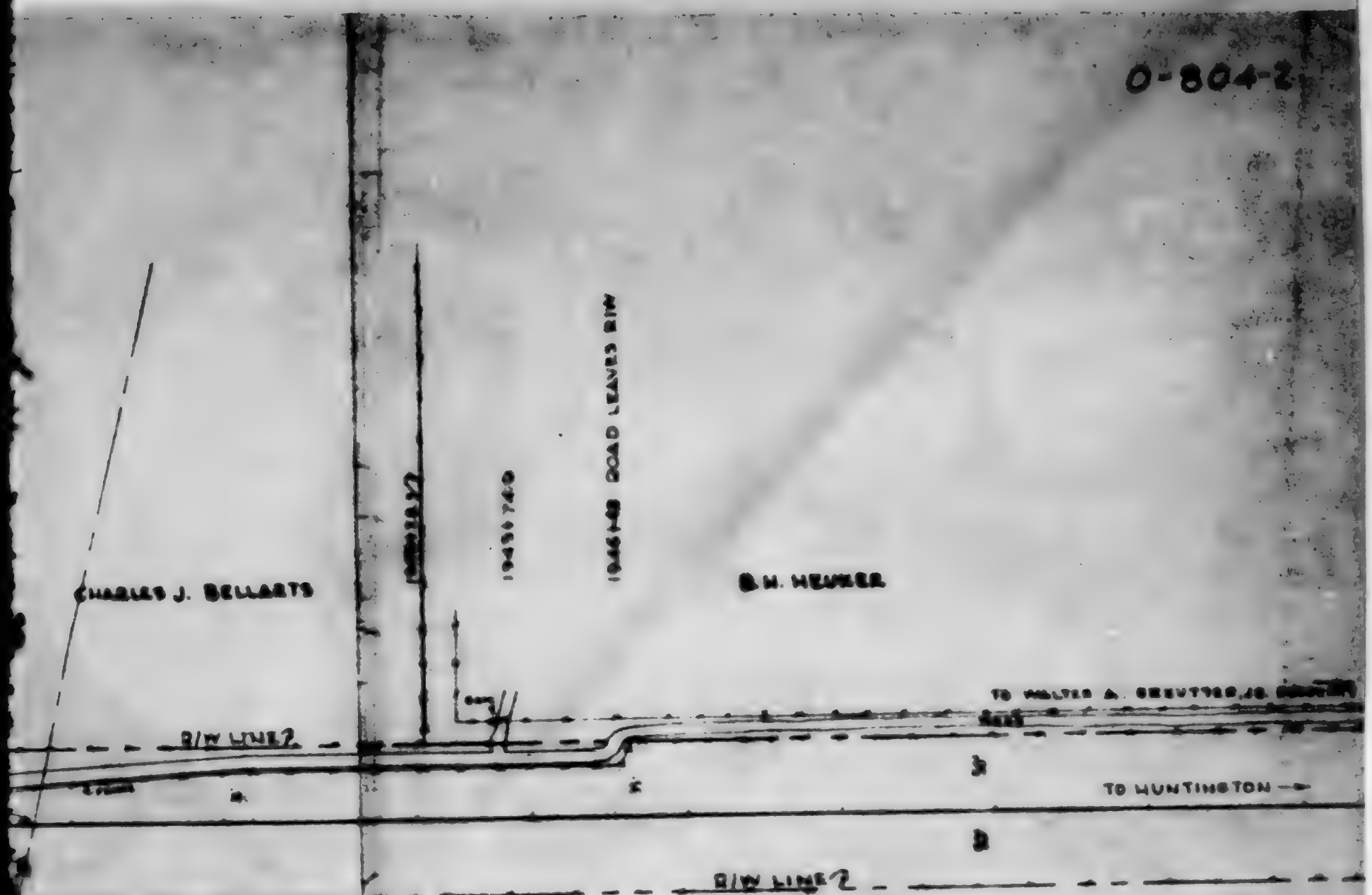


EXHIBIT B
OREGON-WASHINGTON RAILROAD & NAVIGATION CO.
UNION PACIFIC RAILROAD CO. (LESSEE)

DODSON, OREGON

To accompany easement agreement with Oregon State Highway for approach to private crossing, shown - - - - - - - - - YELLOW

DIVN. ENGR. OFF.
SCALE 1" = 100'

ALBINA, OREGON
Feb. 26, 1960

0-7298

D. A. 6900

TO PORT.

TO HINKLE

BR38.46

53° 36' 30" 230.15'

℄ of Relocated Highway

- RED

ALBINA, OREGON
Feb. 2[illegible], 1960

EXHIBIT "D"

Work to be performed by the Railroad
at expense of State of Oregon.

Provide protection for communication line	- 4420.
Provide protection for signal line	- 2830.
Engineering inspection and flagman service	- 7990.
	$15240.

Schedule 1

Description of Easement Areas

Parcel No. 1

A parcel of land lying in the SW¼ SE¼ of Section 21, Township 2 North, Range 7 East, W.M., Multnomah County, Oregon, and being a portion of that property described in that certain deed to Oregon-Washington Railroad & Navigation Company, recorded in Book 602, Pages 559-61 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at a point on the southerly line of said railroad property, said point being 250 feet southeasterly of (when measured at right angles to) the center line of the main track of the Oregon-Washington Railroad & Navigation Company at Engineer's Station 2122+43.47 and which center line is described in said railroad deed; thence northeasterly parallel to and 250 feet southeasterly of (when measured radially to) said center line at Engineer's Station 2125+65; thence southwesterly in a straight line to a point which is 200 feet southeasterly of (when measured radially to) said center line at Engineer's Station 2124+75; thence southwesterly parallel to and 200 feet southeasterly of (when measured radially to) said center line at Engineer's Station 2123+95; thence northwesterly radially to said center line at Engineer's Station 2123+95, a distance of 110 feet; thence southwesterly parallel to and 90 feet southeasterly of said center line to a point which is 90 feet southeasterly of (when measured at right angles to) said center line at Engineer's Station 2122+50; thence northwesterly at right angles to said center line a distance of 55 feet; thence southwesterly parallel to and 35 feet southeasterly of said center line to a point which is 35 feet southeasterly of (when measured radially to) said center line at Engineer's Station 2120+54.7; thence north 85°35' East, 286.11 feet along the southerly line of said railroad property to the place of beginning.

The parcel of land to which this description applies contains 1.17 acres.

Parcel No. 2

A parcel of land lying in the SE¼ NW¼ of Section 36, Township 2 North, Range 6 East, W.M., Multnomah County, Oregon, and being a portion of the right of way of the Oregon-Washington Railroad & Navigation Company; the said parcel being described as follows:

Beginning at Engineer's Station 1937+90 on the center line of the main track of said Oregon-Washington Railroad & Navigation Company, said Station being approximately 440 feet northerly from the east and west center line of said Section 36, measured along a straight line drawn at right angles to said center line of main track as now constructed and operated, and approximately 490 feet westerly from the north and south center line of said section, measured

along said center line of main track; thence southerly along a straight line at right angles to said railroad center line, 50 feet; thence easterly parallel to said railroad center line 90 feet; thence northerly at right angles to said center line, 50 feet to Engineer's center line Station 1938+80; thence westerly along said center line 90 feet to the place of beginning.

The parcel of land to which this description applies contains 4,500 square feet.

RECEIVED
SEP - 2 1960
FOR FILING
I-90N-2(19)33
5718

September 1, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering reconnection of electric service to the Bonneville Interchange lighting on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

This work is necessary to provide for reconnecting an electric service to the Bonneville Interchange lighting system. At the present time, the Bonneville Interchange lighting system which must be maintained during this contract, is serviced by means of an underground line from a pole right of Station 1707+50. This pole and two transformers are to be salvaged. It will be necessary to obtain power for the lighting system from the pole and transformer on the new line which crosses the center line at Station 1705+50, which pole is designated as the pole at Station 6+02 of the new service line. It will be necessary to install a service line for the lighting system from this pole to the pole at Station 7+20, and thence to an existing temporary pole along the existing roadway at about Station 1706+00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

JA:bb

Enc.

RECEIVED
AUG 31 1960
FOR FILING

I-80N-2(19)
5718

August 31, 1960

Office of the Solicitor
U.S. Department of Labor
307 Appraisers Building
630 Sansome Street
San Francisco 11, California

Attention: Mr. Kenneth C. Robertson
Regional Attorney

Gentlemen:

In connection with Labor Decision No. U-20673, dated April 22, 1960, for Oregon FAI Project I-80N-2(19)33, Dodson-Bonneville grading and structures contract, which also includes power line construction and removal work, our contractor has requested a wage rate for a new classification: Groundman. We are advised that our contractor's contract with the International Brotherhood of Electrical Workers, Local No. 125, Portland, Oregon, shows a rate of $2.93 per hour for this classification and we recommend that rate to be established by supplemental decision for the project.

We are enclosing a copy of wage schedule as established by the I.B.E.W.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

JR:bb
Enc.

cc: Mr. C. G. Polk

RECEIVED
AUG 10 1960
FOR FILING

I-80N-2 (19)
33
5718

1113

Salem, Oregon
August 9, 1960

Leonard I. Lindas
Chief Counsel

Damage to Level, Leitz
Serial No. 18646
O.S.H.D. Equip. #21-160

Attached hereto copies of letters from A. V. Benedict, Assistant Division Engineer and William C. Anthony, Transitman, reporting damage to a Leitz level, Serial No. 18646, Oregon State Highway Department equipment No. 21-160. The damage occurred on or about June 30, 1960 one-half mile east of Dodson, Oregon, at Highway Engineer Station 1494 50.

Mr. Anthony's report indicates that contractor forces were falling trees in the area and a partially sawed tree was felled by the wind striking the level.

The contractors were Gibson and Reed and the work was being done on the Dodson - Bonneville section of the Columbia River Highway under contract number 5718.

An itemized cost statement will be submitted when repairs are completed.

We recommend a claim against contractors Gibson and Reed and/or their insurance carrier, if any, for recovery of our repair costs.

P. M. Stephenson
Assistant State Highway Engineer

WLM:sg

cc: I. A. DeFrance
A. V. Benedict
Clay M. Cornett

RECEIVED
JUL 5 - 1960
FOR FILING

I 80N 2(19)33
5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 8, 1960

SUBJECT: Cascade Locks City Light

To: Forrest Cooper

Relocation of facilities owned by Cascade Locks City Light was performed under three contracts.

The contract for relocation on the Stebco-Dodson Section was performed by Olson Electric Company under contract 5534 at a cost of $45,795.81.

Payments to Dorman Construction Company for the Multnomah Falls-Dodson paving contract included $314.33 for replacing one power pole.

Grading contract of Gibbons and Reed Company includes relocating power lines within the Dodson-Bonneville Section but has not been completed. The estimated cost for relocating the facilities within this section is $31,300.

Engineering costs at 8 per cent will bring the total cost for relocating the facilities to approximately $85,000.

C. H. Maison
Auditor

lg

REFERRED TO
Finder
BY DEPUTY STATE HIGHWAY ENGINEER
Appropriate action.
(Callbut)

RECEIVED
AUG 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 29 1960
FOR FILING
I-80N-2(19)33
5715

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

July 28, 1960

C. G. Polk, Division Engineer
Salem, Oregon

By:
D. M. Emrich
Acting Division Engineer

Utility adjustment
Pacific Telephone and Telegraph Co.
Bodeau-Dunneville Section
Columbia River Highway
Project No. I-80N-2(19)33

Reference is made to your letter of July 28, 1960.

We hereby approve the agreement evidenced by the exchange of letters between the State and the utility company dated June 1, 1960 and July 27, 1960, regarding the referenced adjustment.

Authorization to proceed with the work is granted as of July 28, 1960. Federal participation is contingent upon the precise determination of the proration of costs between the State and the utility company. This proration seems at present to be at issue. Approval is subject to the provisions of PPM 30-4.

DMT:ks

NOTED
FORREST COOPER

RECEIVED
JUL 29 1960
FOR FILING

J-80N-2(19)33
5718

July 28, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Dodson-Corbett Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(19)33
Contract No. 5718

Dear Sir:

Herewith are the following data in connection with adjusting facilities of the Pacific Telephone and Telegraph Company in connection with construction on the subject project:

1. Two copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the company for certain portions of the adjustments.

2. Two copies of the company's estimate for the adjustments.

3. Two copies of the sketch prepared by the company covering the adjustments.

Your approval of the agreement between the State and the company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

DBPier

RECEIVED
JUL 23 1960
FOR FILING
I-ION-2(19)3
5718

July 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering extra clearing on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

Extra clearing is necessary to remove a number of tall danger trees outside of the clearing limits and to clear for laying back cut slopes.

The danger trees are unprotected from wind since the normal clearing is done and are a potential menace to right of way fence and railroad signals.

It was expected that the slope between Stations 1713 and 1719 would contain sufficient rock to hold. This was not the case and it is necessary to flatten them, necessitating extra clearing.

In order to expedite the project and keep construction in operation this work has been started. Verbal approval has been given by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 21 1960
FOR FILING
I 80N 3(09)33
5718

July 20, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the felling of danger trees on the Dairy-Sherwood Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

This work is an anticipated item of this contract and included in the Special Provisions as "extra work". It is necessary for the safety of traffic.

Verbal approval has been given this order by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

RECEIVED
JUL 21 1960
FOR FILING

July 20, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the construction of service road for power line construction on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5716, in connection with Federal Aid Project No. I-80n-2(19)33.

This work is necessary in connection with the readjustment of the Cascade Locks power line and is an anticipated item of this contract. The amount of $6,200 was included in the Project Authorization to cover it.

As a part of the power line adjustment this work has been approved for Federal participation subject to later legal rulings by your letter of May 10, 1960, your file 08-35.4.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 21 1960
FOR FILING

I 80N 2(19)3
5718

A

July 20, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering the adjustment of water lines on the Dalsan-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

The water lines crossing the new highway at locations shown are noted on the plans to be done as extra work. Adjustments are necessary to clear for construction.

The work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Enc.

RECEIVED
1950
FOR FILING
1-80N-2 (19)33
5718

July 19, 1950

Mr. Harry E. Williams
6114 N. Haight Avenue
Portland 17, Oregon

Dear Mr. Williams:

Reference is made to your letter of June 22, addressed to Mr. A. E. Johnson, concerning the Tunnit County road connection to the Lemon Interchange on the Lemon-Gonzalez Section of the Columbia River Highway.

As explained to you by Mr. Johnson, Division Engineer for the area, a public hearing on the proposed route was held in Cascade Locks on February 13, 1950, at which time no objections from public officials or private citizens were voiced concerning this revision. Notice of the hearing appeared in the Oregonian and Oregon Journal on December 11 and December 12, 1949. Prior to this time, plans for the revised Tunnit Road connection to the Columbia River Highway were cleared through County Roadmaster Paul Northrup and other county officials by members of our staff.

It is unfortunate that you did not attend the hearing to make your wishes known.

It is not possible at this time to alter the plans as this is a federal interstate project. All existing service facilities have been replaced or will be replaced upon the completion of the work.

Your comment on the Highway Department is appreciated. Our fine record has been made possible largely through the co-operation of the people of Oregon whom we serve.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Hon. Mark O. Hatfield
Hon. Howell Appling
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. E. Johnson

FBK:fp/TE:jw ms

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM

June 30, 1960

Mr. Harry E. Williams
6114 N. Haight Avenue
Portland 17, Oregon

Dear Mr. Williams:

Thank you for providing me with a copy of the letter you directed to Mr. Al Johnson concerning highway construction at Dodson.

I am requesting the State Highway Department to investigate this matter and to advise me of its current status. You will undoubtedly hear directly from the Highway Department in the very near future.

Sincerely yours,

Governor

Hinj

cc: State Highway Department

RECEIVED
JUL 1 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1 1960
STATE ENGINEER

COPY

June 22, 1960

CONSTRUCTION DIVISION
RECEIVED
JUN 2 8 1960
NOTED-- CE ACE ACE COE

Mr. Al Johnson
District Engineer
Highway Dept.
State of Oregon

Dear Sir:

I am the owner of a small parcel of land on the Columbia River, just East of Tumalt Road at Dodson, Oregon. This parcel represents our most cherished single possession.

In accompaniment with some of my neighbors, I discover that highway development in the area has planned underpasses, access roads, etc. without notifying any of the property owners who might be concerned. I believe it's safe to say that any body using the access facilities is concerned.

About one year ago, as the construction activity rolled eastward from Troutdale, I contacted your office, in person, and was told not to worry about access plans because there was plenty of time and nothing had been finalized.

Today I contacted the Resident Engineer, Mr. Clay Cornet, who accorded me every courtesy but informed me that the plans were complete and the contracts for construction of all access facilities in the vicinity of Dodson had been accepted.

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

If there is a possibility of altering your plans I'd like to know, immediately. Please don't tell me that such a possibility exists and then run me around for a while, tell me I've had a hearing, and pat me on the head like a good little boy. Also, Mr. Johnson, I feel that it would be most unfair to tell me that I could have attended all of the commission hearings, had I so desired. I believe that I and my neighbors were entitled to proper notice before the planning stage was terminated. We are the users of the facilities.

I'm fully aware of the fine record Oregon's Highway Department bears and I'm proud to be even a small contributor to such an organization. However, I still can't understand why I wasn't notified of any hearings, especially since I had troubled to contact the State Highway Department, something over a year ago.

Yours truly,

HARRY E. WILLIAMS
6114 N. Haight Ave.
Portland 17, Oregon

cc: "Dutch Williams" Ch. Eng.
Chmn. State Hwy. Com.
Gov. Hatfield
Howell Appling, Sec. State.

RECEIVED
JUN 24 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 1960
FOR FILING
I-80N-2(19)33
5718

July 15, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights and barricades required of the contractor for the protection and safety of traffic and workmen. This is an anticipated item of the contract and funds are included in the Project Authorization.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By James O. Hardie

For R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 14 1960
FOR FILING

I-80N-2(19)33
5711

July 13, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Bodeco-Sorneville Section of the Columbia River Highway in Multnomah County, Contract No. 5711, in connection with Federal Aid Project No. I-80N-2(19)33.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
JUL 11 1960
FOR FILING

I-80N-2(19)33

5718

July 11, 1960

Oregon State Highway Commission

Gentlemen:

At 8 a.m., on July 7, 1960, permission was granted for the establishment of a 35-mile-per-hour construction speed zone on the Dodson-Bonneville Section of the Columbia River Highway.

Your concurrence is requested in the establishment of a 35-mile-per-hour construction speed zone on the Columbia River Highway between M.P. 34.0 and M.P. 39.0.

Very truly yours,

R. C. Williams
State Highway Engineer

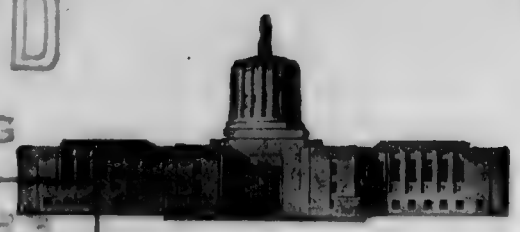
VPJ:pk me

cc Mr. G. S. Paxson
Mr. F. B. Crandall

FORM E-123-X 50M 6-59

RECEIVED
JUL - 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 7, 1960

Mr. Lee Bown
Deputy Superintendent
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M., Thursday, July 7, 1960, a 35 MPH construction speed zone was established on the Dodson-Bonneville Section of the Columbia River Highway, between M.P. 34.0 and M.P. 39.0.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

F. B. Crandall
Traffic Engineer

pk
bc: G. S. Paxson ✓

RECEIVED
JUL 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-189

RECEIVED
JUL - 6 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-205 2(3)
53
5718

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
July 6, 1960

Gibbons & Reed Co.,
6405 NE Glisan St.,
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5718, awarded June 7, 1960, for grading-structures on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
JUN 23 1960
FOR FILING
I 80N-2(19)33
5718

A

June 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 14, 1960, on Contract No. 5718, Dodson-Bonneville Section, in Multnomah County, in connection with Federal Aid Project No. I-80N-2(19)33.

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:bb

RECEIVED
JUN 1960
FOR FILING

J-HON-2(19)33
5718

June 13, 1960

Honorable Mark O. Hatfield
Governor
Capitol Building
Salem, Oregon

Dear Governor Hatfield:

A few days ago you asked for a copy of our reply to Mr. Frederick M. DeNeffe, an attorney who is representing Mr. Eric Enquist in connection with some property on the Dodson-Bonneville Section of the Columbia River Highway.

I am attaching hereto a copy of our reply to Mr. DeNeffe.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

FORM S-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 13, 1960

Mr. Frederick M. DeNeffe
Attorney at Law
Suite 409, Ione Plaza
1717 S. W. Park Avenue
Portland 1, Oregon

File No. 29236
Dodson-Bonneville Section
Columbia River Highway
Erick Enquist, et ux

Dear Mr. DeNeffe:

This is to acknowledge your letter of June 7 and make comment upon the situation mentioned therein. As we explained in our letter of July 8, 1959, we have information that the property in question is within the fences of, and under the use of, one Joseph A. Bucher, although your client claims legal title to it. The State Highway Commission is charged with the duty to protect the public funds entrusted with it, and with this knowledge, we cannot accept title and disburse public funds without a proper release from the Buchers.

To assist Mr. Enquist in clearing this title, we prepared and forwarded a quitclaim deed to the Buchers' attorney, Norman B. Kobin. We have written Mr. Kobin several times, and our attorney, Mr. J. Robert Patterson, has also contacted him by phone on numerous occasions, regarding the signing of this quitclaim deed. We note from your letter of January 30, 1960, that you have, or Mr. Enquist has, also been in contact with these people, apparently to no avail. Our latest information indicates that the Buchers have signed the deeds, but are holding the same until the construction work is completed to their satisfaction.

Considering that your clients signed an option and a warranty deed, agreeing to give free and clear title to the State, we do not see how you could expect us to violate our public trust by releasing this consideration without first receiving clear title.

We have tried to deal fairly with your clients and are truly sorry for the delay in closing this transaction. We must ask for your further assistance in contacting the Buchers or your indulgence until they submit their necessary deed.

Very truly yours,

EARL F. SALING,
Right of Way Office Manager

AE:ls

cc: The Hon. Mark O. Hatfield
Governor, State of Oregon
cc: G. S. Paxon
cc: Mr. and Mrs. Erick Enquist
255 Harrison Street
Fairview, Oregon

RECEIVED
JUN 13 1960
FOR FILING
JUN 21 1960
5718

June 10, 1960

Mr. C. R. Baker, Superintendent
Union Pacific Company
2525 N. Lavrabee Avenue
Portland 17, Oregon

Dear Sir:

We are mailing under separate cover a copy of Contract No. 5718 covering grading and structure work on the Dotson-Sonnaville Section of the Columbia River Highway in Multnomah County.

In general, the work will be performed without interference with railroad facilities, except for minor encroachments in making connections to two existing road crossings of railroad property, one at our "AF" line Station 1497 just east of Hills Creek and another at our "A" line Station 1538 (R.R. Station 193+20); with a minor encroachment (longitudinal) near Wood Creek for a retaining wall.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines, and any other property of your company which might be damaged by the contractor's operations as set forth in the insert titled "Relations with Railroad Company", also, the contractor shall furnish protective and liability insurance of the kinds and in the amounts indicated on page 77 and 78 of the special provisions and as set forth in the insert titled "Railroad Protective Insurance".

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: C. J. Parman
J. W. Peterson
R. H. Bruer, Dist. Engr.
Union Pacific Company
329 Pittock Block
Portland 5, Oregon

WCOter

RECEIVED
JUN - 7 1960
FOR FILING

5718

June 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and structures on the Dodson-Corneville Section of the Columbia River Highway in Multnomah County, Project No. I-80N-2(19)33, to Gibbons and Reed on the basis of the bid of $1,758,023 submitted on June 1, 1960.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

RECEIVED
JUN 1960
FOR FILING
JUN-8(7)12

5718 When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

June 7, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-80N-2(19)33, Dodson-Bonneville Section of the Columbia River Highway, we hereby concur, as of this date, in award of Contract No., 5718 to Gibbons & Reed Co., of Salt Lake City, Utah, low bidder in the amount of $1,758,023.00 at the June 1, 1960 bid opening.

Very truly yours,

C. C. Folk
Division Engineer

Porter

NOTED
FOREST CLERK

FORM S-122-X 75M 1

RECEIVED
[illegible] 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 6, 1960

Mr. C. H. Baker, Supt.
Union Pacific Railroad Co.
2525 N. Lagrabee Avenue
Portland 17, Oregon

Re: File No. 29998
Dodson-Bonneville Section
Columbia River Highway
Multnomah County

Dear Mr. Baker:

Herewith I return to you duplicate copies of proposed easement and construction agreement covering the improvement of the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. Both copies of the instrument have been executed and acknowledged by the State Highway, and the date of execution and the effective date of the agreement have been filled in.

When the Commission's executed copy is returned I would appreciate receiving six additional copies of Exhibits A, B, and C which are attached to and made a part of the instrument.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Forrest Cooper
C. S. Paxson
Floyd Query
Tom Edwards
A. E. Johnson

FORM E-30X—67,500—6-57—6964

RECEIVED
JUN - 7 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1960

SUBJECT:

To: 5718
Mr. J. L. DeSouza
Assistant Counsel
Office

COPY

Attached are two copies of an agreement with the Oregon-Washington Railroad & Navigation Company covering the improvement of the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

cc - Mr. G. S. Paxson

6-6
De Souza sent this to us for
Completion of signing & Com. seal & for our record
2 agreements signed by the Com. It was returned to
to De Souza with the original of this letter
7 Copies

RECEIVED
JUN - 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
JUN - 7 1960
FOR FILING

5718.

Salem, Oregon
June 6, 1960

Mr. J. W. DeSousa
Assistant Counsel
Office

Attached are two copies of an agreement with the Oregon-Washington Railroad & Navigation Company covering the improvement of the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

cc - Mr. G. S. Paxson

RECEIVED
JUN - 6 1960
FOR FILING
I-ON-2(19)33
5713

Salem, Oregon
June 3, 1960

Mr. J. W. DeSouza

Herewith two copies of an agreement with the Union Pacific covering the Dodson-Bonneville Section. Note that Mr. Lindas has not signed one of these copies.

When you get them duplicated, please forward to the Railroad Company.

G. S. Paxson
Assistant State Highway Engineer

Attach.

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 2, 1960

SUBJECT: File No. 29998
Oregon-Washington Railroad & Navigation Co.
McCord Creek-Bonneville Section
Columbia River Highway
Multnomah County

To: Mr. G. S. Paxson

Herewith I return to you form of agreement with Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Co., Lessee, covering encroachments on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. This has been approved as to form.

In handing this to me, you particularly mentioned payment of a consideration of $100.00. This consideration covers Parcel No. 1, and Exhibit "A" would indicate that this is nonoperating property. In dealing with Union Pacific Railroad Company it has been the practice to pay a cash consideration for nonoperating property, and a deed usually is given where a valuable consideration is being paid. In this instance only an easement is granted, but you advised that bids on the project were received yesterday, so I do not suppose you will desire to make an issue regarding the matter. It is called to your attention only for your information.

You also mentioned conditions in the instrument relative to pipe lines. I assume by this you intended to refer to paragraph (d) of Section 1, beginning on page 2. This paragraph conforms to language used in prior agreements, the last one being on the Corbett O-Xing project.

No attention has been given to engineering features, as you stated that a duplicate copy of the agreement is being examined by Mr. Young in regard thereto.

The date of the execution by the Commission should be filled in on the cover and on page 1, and also in Section 10 on page 9, if you desire to make such date the effective date of the instrument.

The original and duplicate copy should be acknowledged by the Commission. A separate acknowledgement blank for insertion in the duplicate copy is attached.

Before being forwarded to the railroad companies I would like to have the original back so that it may be duplicated.

JWD:ks
attach.

J. W. DeSOUZA
Assistant Counsel

NOTED
C. S. PAXSON

RECEIVED
JUN - 6 1960

FOR FILING

5718

June 3, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

In checking our records we find that we failed to send you a copy of the special provisions and plans covering grading and structural work on the Dodson-Corbett Section of the Columbia River Highway in Multnomah County, bids for which were received in Salem on June 1, 1960; we therefore are mailing under separate cover copies of said plans and special provisions.

In general, the work will be performed without interference with railroad facilities except for minor encroachments, for grading and wall construction.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines, and any other property of your company which might be damaged by the contractor's operations as set forth in the insert titled "Relations With Railroad Company"; also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on Page 77 of the special provisions and as set forth in the insert titled "Railroad Protective Insurance".

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeCosta

R. M. Brown, Dist. Engr.
Union Pacific Railroad Co.
829 Pittock Block
Portland 5, Oregon

RECEIVED
JUN - 1 1960
FOR FILING
NPPGD-4
5718

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

25 May 1960

State Highway Department
Salem,
Oregon

Gentlemen:

Reference is made to your letter dated 12 May 1960, furnishing plans for your reconstruction of the Dodson-Bonneville Section of the Columbia River Highway.

A review of the plans indicates that items of work relative to facilities serving the Bonneville Project are in order. With reference to reconstruction of the domestic water supply line serving Bonneville Housing Area, further reference is made to telephonic conversation between Mr. Keith and Mr. Cooper regarding sterilization of this line. As suggested, it is believed that this work of necessity will require the cooperation of the Corps personnel and the contractor's personnel at the time the final connections are made. As discussed, the contractor at the time the connections are made, can place a heavy dosage of liquid chlorine in the line; and after contact time for sterilization has elapsed, Corps personnel can flush out the line through a fire hydrant on the system. It is suggested that your contractor work out the details as to time with Mr. Albert M. Capps, Project Engineer, Bonneville Dam.

Your cooperation in this work has been appreciated.

Very truly yours,

RECEIVED
MAY 31 1960
OFFICE OF
STATE HIGHWAY ENGINEER

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
MAY 31 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED

May 12, 1960

U. S. Engineering Department
U. S. Army Engineers
Pittock Block
Portland, Oregon

Construction Plans
Dodson-Bonneville Section

Gentlemen:

Herewith are construction plans for your use in the adjustment and/or protection of your facilities on the Dodson-Bonneville Section.

Bids on this project will be received by the Oregon State Highway Commission on June 1, 1960.

Our resident engineer on this project will be Mr. Clay Cornett, P. O. Box 625, Troutdale.

Very truly yours,

Tom Edwards
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

DJB:fp

Enc.

cc A. E. Johnson
Clay Cornett

RECEIVED
MAY 21 1960
FOR FILING

I-80N-2(19)33
5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1960

SUBJECT: Power Line Relocation
Dodson-Bonneville Grading
Columbia River Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

The above project was inspected on this date by Mr. Schwiesow of the Bureau of Public Roads and Mr. Baker of the Oregon State Highway Department with the idea of possibly deleting the Moffet Creek Unit (Unit 2A) of the proposed power line relocation. The decision reached was that this unit could easily be deleted from the contract by the installation of about 225 feet of guard rail beginning 115± feet west of the west end of the existing Moffet Creek structure. Mr. Cowan of the Bureau of Public Roads has given his verbal concurrence to this plan.

It is suggested that Unit 2A, shown on Sheet 14 of the plans, be deleted from this contract. The guard rail may be placed either under this contract or under the paving contract.

A copy of the report by Mr. Schwiesow and Mr. Baker is attached.

RECEIVED
MAY 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

CHB:fp

Enc.

NOTED
FORREST COOPER

cc V. G. O'Neil
Mark Astrup

Note - Instructions have been given to delete as per our talk yesterday Lby.

-18-60

Dodson - Bonneville Section

Power Pole near sta. T 1636 +
(now guyed across existing road)
is 4' outside 10' shoulder and over edge
of fill. The [illegible] is eyed [illegible]
a guard [illegible] is a "natural".
Under [illegible] criteria
a guard [illegible] called
if the existing structure [illegible]
under consideration [illegible]
[illegible] of
of guard rail [illegible]
used and [illegible] out look
wrong [illegible] of place. It
would be purely functional
and its installation fully justified.

We recommend installation
of guard rail.

W.H.S.
C Baker

Original to Comm. of BPR
1 Copy to Const. files & 1 to Engr.
5/18/60

FORM H-80 REV. 11-58 10000

I-80N-2(19)25

5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1960

SUBJECT: Dodson-Bonneville Project
Grading & Structures
Columbia River Highway

To: Mr. Forrest Cooper

The clearing specifications, p. 43 of the Power Line Construction and Removal section of the subject contract, state: "In general the clearing shall extend 25 feet on either side of the transmission line relocation..." It is recommended that this provision be revised to read: "In general, the clearing shall not exceed a maximum 25 feet width or less than said maximum when directed by the engineer."

The width of cutting specified in the previous contract east of Multnomah Falls set a precedent contrary to all previous cutting authorized for pole line construction in the Gorge. It is important that the width of clearing be restricted at this first opportunity if we are to protect and maintain trees on our rights-of-way consistently.

It is further recommended that the last sentence of paragraph 3 under "Clearing" (p. 43) be eliminated. Due to the relocation of lines out of sight of the highway, there is no need for symmetrical trimming. Retention of this provision will only increase the bid price.

Curt Baker concurs in the above recommendations.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl
cc Mr. Tom Edwards
Mr. Virgil O'Neil
Mr. Curt Baker

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 5/19/60

RECEIVED
MAY 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

I 80N-2(19)33

2718

I-80N 2(19)33

When replying, refer to
08-35.4

408 State Highway Building
Salem, Oregon

May 10, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-2(19)33, Dodson-Bonneville Section of the Columbia River Highway.

This is to authorize your advertising for bids.

Our approval is subject to the condition that the cross-overs and frontage roads adopted represent the least costly solution in each instance and that covering supporting data are and will be available as needed.

Participation in the cost of readjustment of the power lines is approved subject to later legal rulings and compliance with Section II, Subsection A, Federal-aid Highway Act of 1956 as amended by the Act of 1958.

Our approval is also subject to the condition that necessary fencing and locked gates will be provided at approved locations under the paving contract to properly control egress and ingress to the service roads being constructed as a part of subject project.

It is noted that the clearing specification for power line readjustment will avoid clear-cutting the areas involved. We would further recommend that during construction special care be taken to minimize landscape scar.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

Porter Edwards

C. G. Polk
Division Engineer

RECEIVED
MAR 30 1960
FOR FILING

XOM 2-6)22
5718

March 30, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Relocation of Power Line
City Light of Cascade Locks
Dodson-Corbett Section
Columbia River Highway
Multnomah County

Dear Sir:

Our present schedule is to call for bids on the above-named project on May 31, 1960. There is a power line owned by City Light of Cascade Locks within the limits of the project. This is the same organization with which we are dealing on the Starbo-Dodson Section (Project I-80N-2(15)27). You will perhaps recall that City Light of Cascade Locks refused to respond to our request to move the line on this project and it has indicated that it will follow the same procedure again. It became necessary for the State Highway Department to contract the moving of this line with the intent of collecting the cost of doing the work from City Light through the courts. City Light has again indicated that it will refuse to move the line at its expense and it is evident that we will have to go through the same procedure as before.

A study of the project shows that the areas of conflict exist as follows:

A line along the southerly side of the existing frontage road will be in conflict with the grading operation between Stations 1533 and 1570. At this point, the line crosses the highway to the north side and is no longer in conflict with the proposed construction.

The line crosses again to the south side of the existing highway near Station 1589 and will conflict with the proposed construction from that point to where the line leaves the proposed highway near Station 1642.

The east end tower of the Tarner Creek crossing is involved in the grading for the "P" line and must be relocated. This is near Station "P" 1+80.

The feeder line from Everett switch yard crosses the existing highway near Station 1729. This crossing and the two branch lines, which take off immediately south of the crossing, will be involved in the grading.

Since the line between Stations 1570 and 1659 is not in conflict with the construction, it is recommended that this portion of the line be allowed to remain in place. This is particularly desirable in view of the objections raised on the Stebbo-Dotson section by the Columbia River Gorge Commission because of the clearing which was done.

A preliminary set of the plan and profile sheets is attached on which the various alternates are shown as follows: Red - location proposed by State; Red dash line - alternate to State's proposal by City Light. A preliminary estimate of the cost of the various alternates is as follows:

Plan No. 1 - State's Proposal:

Line construction	$35,000
Road construction	8,000
Total - -	$43,000

Plan No. 2 - City Light's Alternate

Line construction	$45,000
Road construction	2,500
Total - -	$47,500

In the above proposals, the public is obligated to pay about $6,000 due to power lines being located on private right of way at several points.

With your concurrence, it is our intent to incorporate the line change set out as Plan No. 1 into the grading contract for this section and seek reimbursement from City Light through the courts. We ask Bureau of Public Roads participation on all costs assessed to the State.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. L. I. Lindse

RECEIVED
MAR 22 1960
: FOR FILING
I (ON-2(19)33
5718

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. G. WILLIAMS

Salem, Oregon
March 18, 1960

SUBJECT: Cascade Locks City Light
Power Line
Dodson-Bonneville Section

MEMO TO THE FILE

A meeting was held in Mr. C. G. Polk's office on this date to discuss the various alternatives concerning the power line between McCord Creek and Tanner Creek. In attendance were Messrs. C. G. Polk, E. H. Cowan and W. H. Schwiesow of the Bureau of Public Roads and Curt Baker of the State Highway Department.

I was requested to try to put the line along the southerly side of the highway the full length of the project, with access roads to be constructed where required. Two locked gate accesses would be necessary - one between McCord Creek and Moffett Creek, the other between Moffett Creek and Tanner Creek. An estimate of cost for the power line and access road was requested.

C Baker

Curtis H. Baker
Utilities Liaison Engineer

CHB:jw

cc Forrest Cooper
C. G. Polk

WCW

RECEIVED
SEP 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
FEB 23 1960
FOR FILING
I-80N-2(19)32
5718

Salem, Oregon
February 19, 1960

Contract scheduling -
Dodson-Bonneville and
Cascade Locks Bypass

Mr. Iven D. Merchant
Mr. Tom Edwards
Mr. R. L. Porter

The schedule of contract for the Dodson-Bonneville and Cascade Locks Bypass is as follows:

Dodson-Bonneville

The grading contract is set up for a May 31 bid opening and must include the bridges over Moffet Creek and the Warrendale connection. It would be very advantageous to have the McCord Creek Bridge in this same contract. The paving contract is to be let this fall, probably in November, and will include the Tanner Creek Bridge and interchange and the extension of the Bonneville traffic connection.

Cascade Locks Bypass

The easterly section of grading is to be let immediately without the inclusion of the bridges. This fall, probably in October, the paving and grading of a short section on the westerly end is to be let, including the street overcrossings at Moody and Hamal Streets and the interchange structures at each end of the project.

GJPigs

G. S. Paxson

cc Mr. W. C. Williams
Mr. Forrest Cooper

RECEIVED
FEB 23 1960
FOR FILING
I-80N--(17)33
5718

February 19, 1960

Mr. G. E. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Dodson-Bonneville Section,
U83-, Multnomah County

Reference is made to your letter of February 5, concerning encroachments at the private road crossing at Warrendale and your depot grounds at Bonneville.

There have been several modifications made since earlier submission of this project in order to fit your requirements. I am submitting herewith prints from our Drawing B-13-19, revised February 1960, and a copy of the easements which we have prepared on Parcel 1, the Bonneville station grounds, and Parcel 2, the revision of the private road crossing at Warrendale.

You will note that we are building a retaining wall near your Station 1979. This retaining wall, however, is on easements previously granted for the construction of the highway several years ago. We are also making permission to do a very minor amount of work in realigning a ditch at your Station 2117+34. Description for this has not been submitted as it is felt the work is so minor in nature that no formal easement would be required.

The construction of this section is scheduled for a bid opening in May, which would require that we submit our plans and right of way clearances to the Bureau of Public Roads in April. We would, of course, rather proceed under a formal agreement, but if time will not permit its preparation, we would appreciate a permit of entry so that the work may proceed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Pearson
Assistant State Highway Engineer

cc Mr. J. A. Sumjer
Mr. R. H. Brown
GSP:gm
Attach. Mr. W. C. Williams
Mr. Tom Edwards - Mr. R. L. Porter - Mr. Walter Wright

DESCRIPTION ONLY

File No. 29998

Oregon & Washington Railroad & Navigation Company

McCord Creek-Bonneville Section — Columbia River Highway

County Multnomah — Right of Way

RR 2-11-60 8B-13-19

Parcel 1

A parcel of land lying in the SW¼NE¼ of Section 21, Township 2 North, Range 7 East, W. M., Multnomah County, Oregon, and being a portion of that property described in that certain deed to Oregon & Washington Railroad & Navigation Co., recorded in Book 602, Pages 559-61 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at a point on the Southerly line of said railroad property, said point being 250 feet Southeasterly of (when measured at right angles to) the center line of the O. W. R. & N. Company at Engineer's Station 2122+43.47 and which center line is described in said railroad deed; thence Northeasterly parallel to and 250 feet Southeasterly of said railroad center line to a point which is 250 feet Southeasterly of (when measured radially to) said center line at Engineer's Station 2125+65; thence Southwesterly in a straight line to a point which is 200 feet Southeasterly of (when measured radially to) said center line at Engineer's Station 2124+75; thence Southwesterly parallel to and 200 feet Southeasterly of said center line to a point which is 200 feet Southeasterly of (when measured radially to) said center line at Engineer's Station 2123+95; thence Northwesterly radially to said center line at Engineer's Station 2123+95, a distance of 110 feet; thence Southwesterly parallel to and 90 feet Southeasterly of said center line to a point which is 90 feet Southeasterly of (when measured at right angles to) said center line of Engineer's Station 2122+50; thence Northwesterly at right angles to said center line a distance of 55 feet; thence Southwesterly parallel to and 35 feet Southeasterly of said center line to a point which is 35 feet Southeasterly of (when measured radially to) said center line at Engineer's Station 2120+54.7; thence North 85° 35' East, 286.11 feet along the Southerly line of said railroad property to the place of beginning.

The parcel of land to which this description applies contains 1.17 acres.

Parcel 2

A parcel of land lying in the SE¼NW¼ of Section 36, Township 2 North, Range 6 East, W. M., Multnomah County, Oregon, and being a portion of the right of way of the O. W. R. & N. Company; the said parcel being described as follows:

Beginning at Engineer's Station 1937+90 on the center line of the main track of said O. W. R. & N. Company, said Station being approximately 440 feet North and 490 feet West of the center of said Section 36; thence Southerly at right angles to said railroad center line, 50 feet; thence Easterly parallel to said center line 90 feet; thence Northerly at right angles to said center line, 50 feet to Engineer's center line Station 1938+80; thence Westerly along said center line 90 feet to the place of beginning.

The parcel of land to which this description applies contains 4,500 square feet.

rw/ok

FORM E-30 50M 11-58 19660

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1960

SUBJECT: R. R. Encroachment Maps
Dodson-Bonneville Section
Columbia River Highway

To: Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 prints of Railroad Encroachment Map 8B-13-19, on the subject section, which supersedes the maps previously submitted to you.

Revised descriptions are being submitted to Mr. Wright today.

The maps and descriptions encompass the areas you questioned per your letter of February 9, 1960.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

FOS:cw

Attach

RECEIVED
FEB 16 1990
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB - 9 1960
FOR FILING

Salem, Oregon
February 9, 1960

Dodson-Bonneville Section

Mr. Tom Edwards

I am attaching a copy of a letter from the Union Pacific Railroad Company approving the entrance to the depot grounds at Bonneville and the approaches to the private road crossing near Warrendale.

So far as I know, this clears up any arguments we might have with the Union Pacific on this section.

GSP:gm
Attach.
Mr. W. C. Williams
cc Mr. Forrest Cooper

G. S. Paxson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

February 8, 1960

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

File: D 315-2-88

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Asst. State Highway Engineer

Gentlemen:

This will acknowledge receipt of your letter of December 28, 1959, regarding approaches to the private road crossing at Warrendale and the depot grounds and section facilities at Bonneville.

The proposed revision overcomes the objections brought out at our meeting and is satisfactory.

If this modifies the easements requested in your letter of May 26, 1959, will you please furnish revised description promptly so this matter can be processed for clearance.

Yours truly,

G. H. Baker

G. H. Baker
Superintendent

RECEIVED
FEB - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 23 1959
FOR FILING

December 23, 1959

Mr. O. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

At a conference held by Mr. J. A. Bunjer and Mr. R. M. Brown of the Union Pacific Railroad Company and Mr. Tom Edwards, Construction Engineer for the State Highway Department, we were advised that the Railroad Company had objections to the 15 percent grade for the approach road leading to the Bonneville Station House and also questioned the angle of approach for the private road crossing at Station 1532. We have prepared revised plans covering both of these locations.

The approach to the station building is shown on a drawing entitled "Depot Road Connection" and you will note that we have reduced the approach grade to 8 percent, matching the existing grade of the road. The private-road crossing is shown on a map entitled "R. R. Grade Crossing" and you will note that we are now approaching your tracks at approximately 90°.

I believe that this will satisfy the objections which you have raised at both of these locations and I would ask that the matter be immediately processed so that our construction can get under way in the very near future.

I am attaching two prints from each of the above-cited drawings.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Parson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. J. A. Bunjer
Mr. R. M. Brown

Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

RECEIVED
FEB 19 1960
FOR FILING
T 8S N 2 W 19 23
5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1960

SUBJECT: Dodson-Bonneville Section

To:

Memo to the Files

At a meeting with Mr. Glenn Paxson this date, it was agreed that the Dodson-Bonneville Section grading along with structures at Warrendale and Moffet Creek would be let for contract at the May 31 letting. In addition to these two structures, effort will be made to have the structure at McCord Creek also ready. However, this is not absolutely essential to the plan.

Mr. Paxson was also advised to design for legal highway loads and that the roadway specifications would limit the hauling over these structures to legal highway loads.

It is anticipated that this schedule of the work will permit the contracting of the paving on this section along with the remaining structures in November.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
G. S. Paxson
Ivan Merchant
R. L. Porter
Walter T. Wright

RECEIVED
FEB 19 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
I-SUN-2(19)22
NPPKE-2
5718

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

24 September 1959

Mr. Forrest Cooper
Acting State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

The following comments are offered in review of Bonneville Dam project water line and electrical conduit proposals as shown on the profile sheet and sheet 11A of your Dodson-Bonneville Section of Columbia River Highway Plan forwarded with your letter dated 2 September 1959.

a. The alignment of the water line and electrical conduit is approved. However, it is suggested that the grade change shown at the south end of the casing under the highway be moved approximately 6 feet from the end of the casing. Anchor blocks should be installed at all grade changes.

b. The existing water line is 8 inch diameter, cast iron, bell and spigot, 150 p.s.i. class with shell thickness of 0.42 inch. The electrical conduit is 1 inch diameter galvanized. The water line and electrical conduit are encased in 18 inch diameter 12 gage corrugated metal pipe under the highway.

c. It is requested that the new crossing be constructed in the same manner, and using the same type materials, as the existing crossing. (cast iron pipe water line and galvanized electrical conduit with 18 inch diameter corrugated metal pipe casing under the highway and access road in lieu of steel pipe as indicated on your sheet 11A.) The water line should be constructed in such a manner as to permit pressure testing prior to the cutover operation. Out of service time for the cutover operation should not exceed 8 hours. It is requested that the size of the electrical conduit be increased to 1-1/2 inches in the new section.

d. The length of the casing under the highway appears to be adequate. It is suggested that the length of the casing under the access road be increased to protect the access road fill and pavement. The casing should extend from toe-of-slope to toe-of-slope, approximately 65 feet, as shown on profile sheet.

NPPKE-2
Mr. Forrest Cooper

24 September 1959

e. This office has no objection to installing corrugated metal casings without the concrete end walls. End plugs should be constructed in such a manner as to be easily removed to facilitate access to and removal of water line and electrical conduits in the event of failure of the section under the access road on highway.

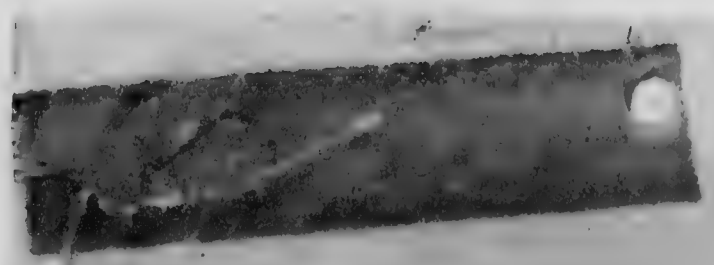
f. Comments and recommendations are noted in blue pencil on profile sheet and sheet 11A inclosed.

Very truly yours,

W. L. KINEGAR
Colonel, Corps of Engineers
District Engineer

Incls:
Profile Sheet
Sheet No. 11A

RECEIVED
SEP 29 1959
OREGON
STATE HIGHWAY COMMISSION



September 2, 1959

District Engineer
Corps of Engineers
U. S. Army
Pittock Block
Portland 5, Oregon

Dear Sir:

Herewith are preliminary layouts of the proposed revisions of your water line and electric conduit in the vicinity of Bonneville. Your approval of the general line and grade is requested.

We would like to know the diameter, shell thickness, working pressure, type of construction, and any other pertinent information concerning the existing pipeline. We would like your suggestions concerning the location of proposed anchor blocks, length of casing, method of construction, and amount of time which the line can be taken out of service for the cutover operation.

We propose to not use concrete headwalls on the new casings but use end plugs instead to prevent the entry of soil into the casing. Your approval of this is requested. The anchor blocks will be specified as shown on your drawing 8-2-259.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

CHB:fp fn

FORM E-20 50M 7-58 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1959

To: Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

SUBJECT: Corps of Engineers, U.S. Army
Water Line Adjustment
Dodson-Bonneville Section
Columbia River Highway
Multnomah County

On the above named project, a 8-inch water line owned by the Corps of Engineers must be adjusted due to conflict with the proposed construction. The existing line is partially on State highway right of way by permit and partially on other property by easement.

It has been proposed that the State have its contractor do the work and that we make an agreement with U. S. Engineers District to share the cost of the work. U. S. Engineers District has proposed that we design and revision and submit said proposal to them for their approval. Copies of the plan and proposal are attached.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

CHB:fp

Attachment

RECEIVED
1958
OFFICE OF
STATE HIGHWAY ENGINEER

R.R. R/W'y

Tel. Cable

1702+20.65 PSC

28½' Lt 1702+62.59 POS.

"WA" 1702+62.59 P.C.

12° C.L.
Δ 18°25'
T. 77.41'

4°00' C.L.
Δ 37°39'00"
Ts 689.78'

"WA" 1704+16.08 P.T.

8½'

24'

24'

6'

12'

1705

"WA" LINE

N55°32'30"E

Wall

"ED" LINE

N81°54'E

12'

4'

1705

Existing Conc. Curb

8"

C.B.

8"

Tanner

8"

C.B.

1705

Existing Conc Curbs

C.B.

"X" 11+84.56 P.C.

20° C.R.
Δ 64°07'30"
T. 179.44'

2-24' I

"ED" 1707+33.60 P.C.

40' R.

"X" 13+05.16 P.T.

55' R.

Inst. 21" Dipe - 32'

T. 2 N., R. 7 E

To Fish Hatchery Residence Island

To Bonneville Dam

M.H.

12" M.H.

18" C.B.

C.B.

"X" 10+32 P.O.T.=
"WD" 1707+42.55 P.O.T.

UNION PACIFIC R

Wall

"X" LINE
S 28° 44' 15" E

18"

10"

12"

C.B. 10

C.B.

8"

35' R.

55' R.

8"

8"

8"

W.V.

5½"

6"

4"

55' R.

Taper 1:15

12'

Remove Conc. Wall, 13 C.Y.

N 42°

6"

8"

C.B.

W.V.

W.V.

W.V.

W.V.

W.V.

W.V.

Existing Conc

+84.56 P.C.

8"

13"

18"

+33.60 P.C.

6"

1710

1710

32° C.L.
Δ 59° 15'
T 101.82'

L.P.C. 1707+60.18

20' R.T.

4"

"EA"

N 22° 39' E

P.S.C.

P.C.S.

"EA" LINE

200' Sp

.7 E., W.M.

m →

Inst. 29"x18" Arch Type C.M.P.-54'
With 1 Metal Elbow
Inst. 24" half-circle C.M.P.-50'
Const. Ditch Inlet Type "D"
Const. Outlet Ditch
3' Bot. 1:1 S.I.
Dr. Exc. 100 C.Y.
(See Sheet 20 for details)

+85

PACIFIC R.R.

N 42° 41' 45" E.

Abandon 18" C.S.P.

18" C.S.P. Abandoned

18" ≈ "WD" 1711+86.21 P.S.

Remove Catch Basin

"WD" LINE

200' Sp.
S-6°00'
a-3.0

"WD" 1713+86.21 P.S.C.

6° C.R.
Ta 22°18½'
Ts 288.59'

ing Conc Curbs

300'-8" Perf.

N. 47° 29' 36" E.

348'-8" Perf.

N 44° 40' E

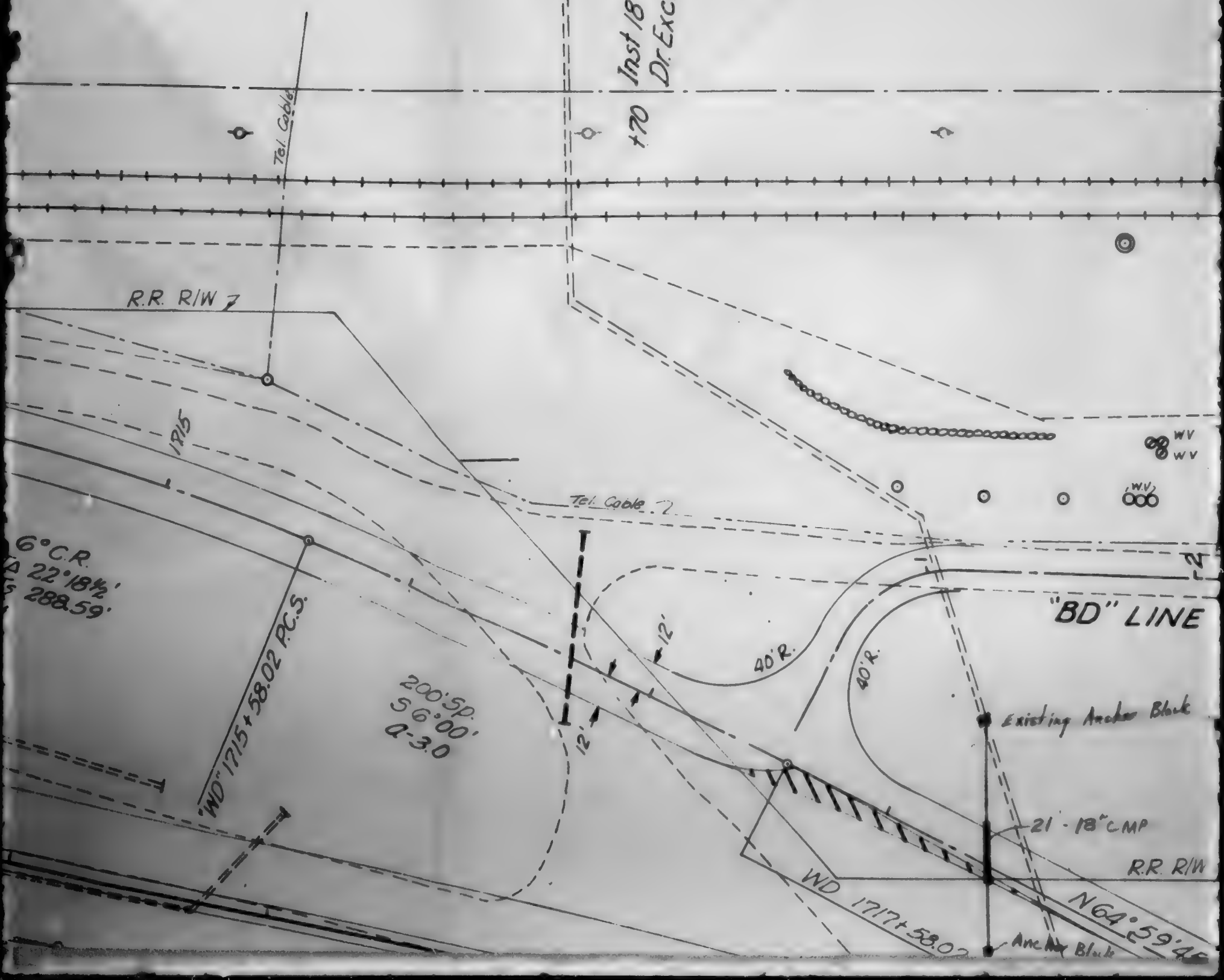
LINE

200' Sp.

P.T.

DODSON-BONNEVILLE SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON			IIA	See Index



DODSON-BONNEVILLE SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 11A
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Inst 18"Pipe-72'
Dr. Exc. 38 C.Y.

+70

Tel. Cable

W Z

Tel. Cable

WV
WV
WV

"BD" LINE

40'R.

40'R.

12'

12'

12'

Existing Anchor Block

21 - 13" CMP

R.R. R/W

N64°59'45

WD 17+17+58.02

Anchor Block

WD" 17+15+58.02 P.C.S.

200' Sp.
5 6'00'
Q-3.0

Creek

Inst 24" Pipe - 32'
Dr. Exc. 10 C.Y.

Wall Abandon 12" P.

S 35° 23' 15" W.

S 02° 11' 26' 45" E

"X" 15+05.18 P.T.

"X" 15+31.41 P.C.

"X" 15+98.97 P.T.

Inst. 24" Pipe - 60'
Const. Inlet & Outlet Ditches
2' Bot. 1½ : 1 Sl.
Dr. Exc. 55 C.Y.

32" Steel

56° C.L.
Δ 37° 50'
T 35.06'

Inst. 24" Pipe - 80' +20
Dr. Exc. 22 C.Y.

Adjust 6" Water Line
(By Others)

owv

4" I

"ED" 1707 +3

40' R.

55' R.

30' R.

30' R.

10'

100' R.

0+55.52 P.C.
60' R.
Δ 77° 07'
T 47.83'
1+36.28 P.T.
50' R.

15'

50' R.

10'

10'

1707+61.90 PCS

P.C. =

"EA" LINE

"F" LINE

N 30°14' E

N "EA" 22°39' E

"EA" 1709+21.10 P.S.

"EA" 1711+21.10 P.S.C.

"EA" 1711+41.28 P.C.S.

"EA" +50

"EA" 10° C.R.
Δ 22°01'
Ts 211.91

20° C.R.
Δ 17°20'
T=43.67'

5+36.16 P.C.

32° C.V.
Δ 59°15'
T. 101.82'

1709+18.76 P.T.

200' Sp.
S-10°00'
a-5.0

200' Sp.
S-10°00'
a-5.0

100' R.

24'

40'

4'

1710

"ED" 1202+22.20 P.O.C. =
"X" 13+12.40 P.O.C.

Install 18" Pipe 80'
Ot Exc. 22 C.Y.

BONNEVILLE INTERCHA

NOTE:

Traveled portions of existing highw
interchange legs including walkways, cur
lighting and sprinkler systems not to be d
unless otherwise directed.

N. 47°29'36" E.

348'-8" Perf.

LINE

200' Sp.
S-10°00'
a-5.0

1711+61.90 P.T.

EA 1713+41.28 P.T.

1713+06.27 P.S.

N44°40'E

1716

1715

400' Sp.
S-4°00'
a-0.5

Tel. Cable

N47°34'E

0°C.R.
17°20'
13.67'

6+22.83 P.T.

1712+50

10°C.R.
Δ 5°52'
T 29.36'

7+30.65 P.C.

N53°26'E

EA 1716+32.36 P.O.T. =
28±'Rt. 1715+25.00 P.O.S.

10

101' (inpl.)
72' Rt.
n.
Y.
+65

18" C.M.P. 10
Extend 72' R
Inst. "Y" Conn.
Dr. Exc. 13 C.Y.

7+89.32 P.T.

Inst. 18" Pipe - 44'
Dr. Exc. 11 C.Y.

9+07.39 P.C.

10°C.R.
Δ 8°06'
T 40.57'

9+88.39 P.T.

RCHANGE

g highway and
ays, curbs,
to be disturbed

SECTION 21
SECTION 28

Existing Anchor Block

21'-18" CMP

R.R. R/W

WD 17117+58.02 P.T.

N64°59'45"E

Anchor Block

230' 8" steel pipe

100'-18" CMP

"WD" 1715+58.

S6°00'

D-3.0

12'

12'

24'

24'

10

10

10

N61°32'E

17117+06.27 P.S.C.

Adjust 8" Water Line & 1" Conduit (By Others)

8"

1" Conduit

2°00 CR.
TA 24°17'15"
Ts 815.10

55' R.

55' R.

18"

Fy LINE

200'Sp.
5°00'
A-3.0

12'

Existing Anchor Block

21'-18"CMP

R.R. R/W

WD 17117+58.02 P.T.

N64°59'45"E

Anchor Block
230 8" steel pipe

12'

4'

100'-18"CMP

8'

24'

24'

12'

17117+06.27 P.S.C.

Adjust 8" Water Line & 1" Conduit
(By Others)

8"
1" Conduit

N61°32'E

10'

10'

55'R.

55'R.

2°00 CR.
Ta 24°17'15"
Ts 815.10

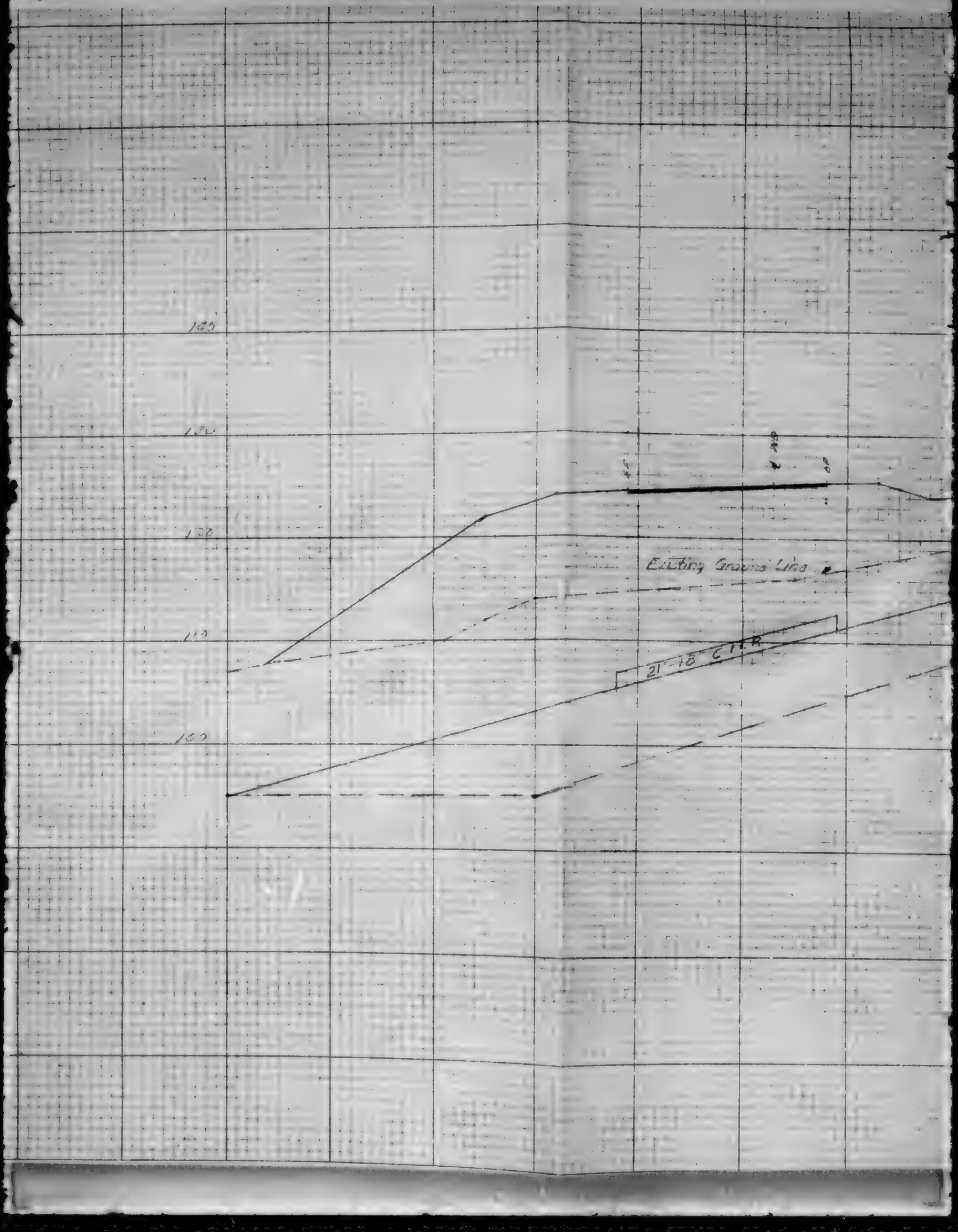
18"

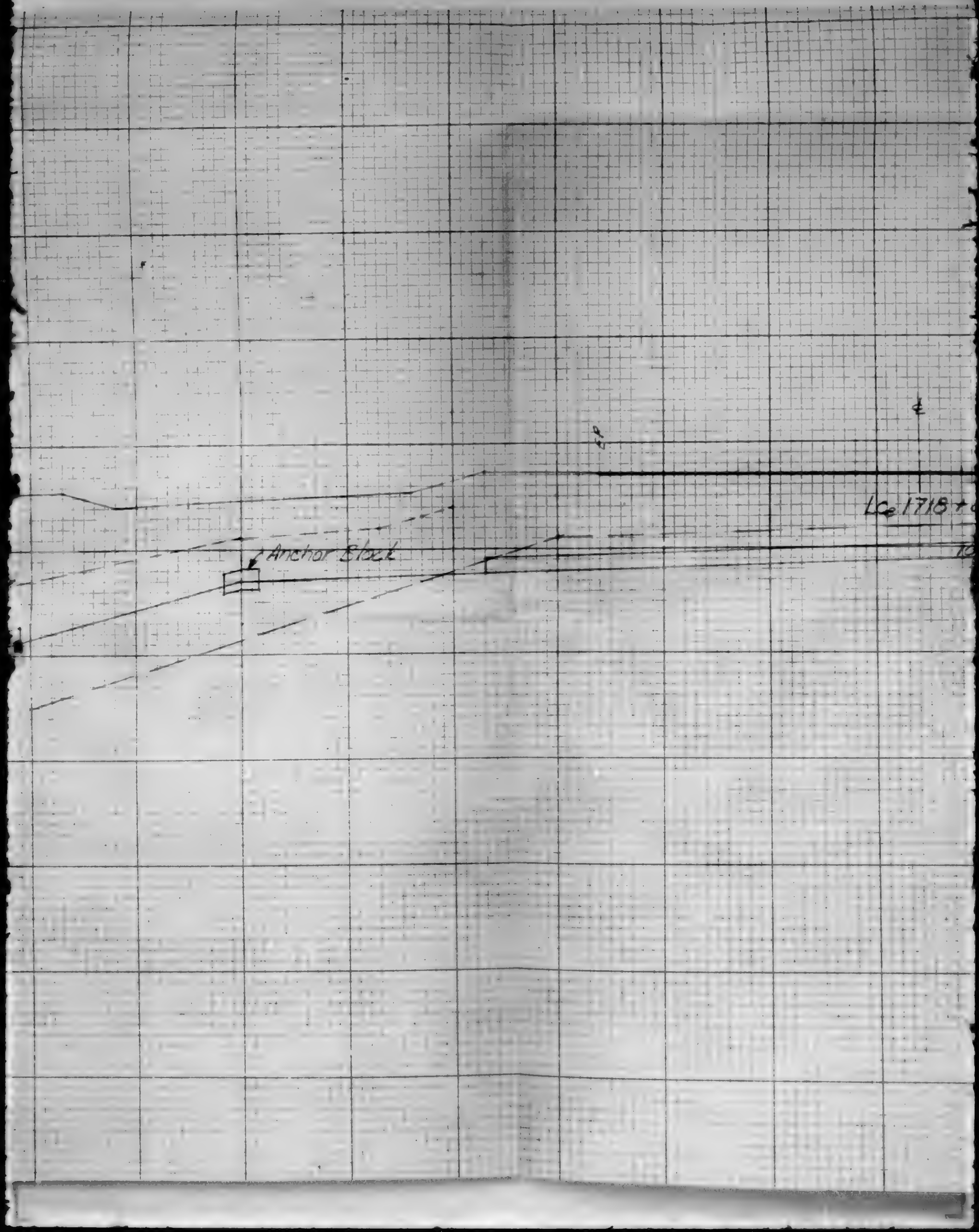
Fy LINE

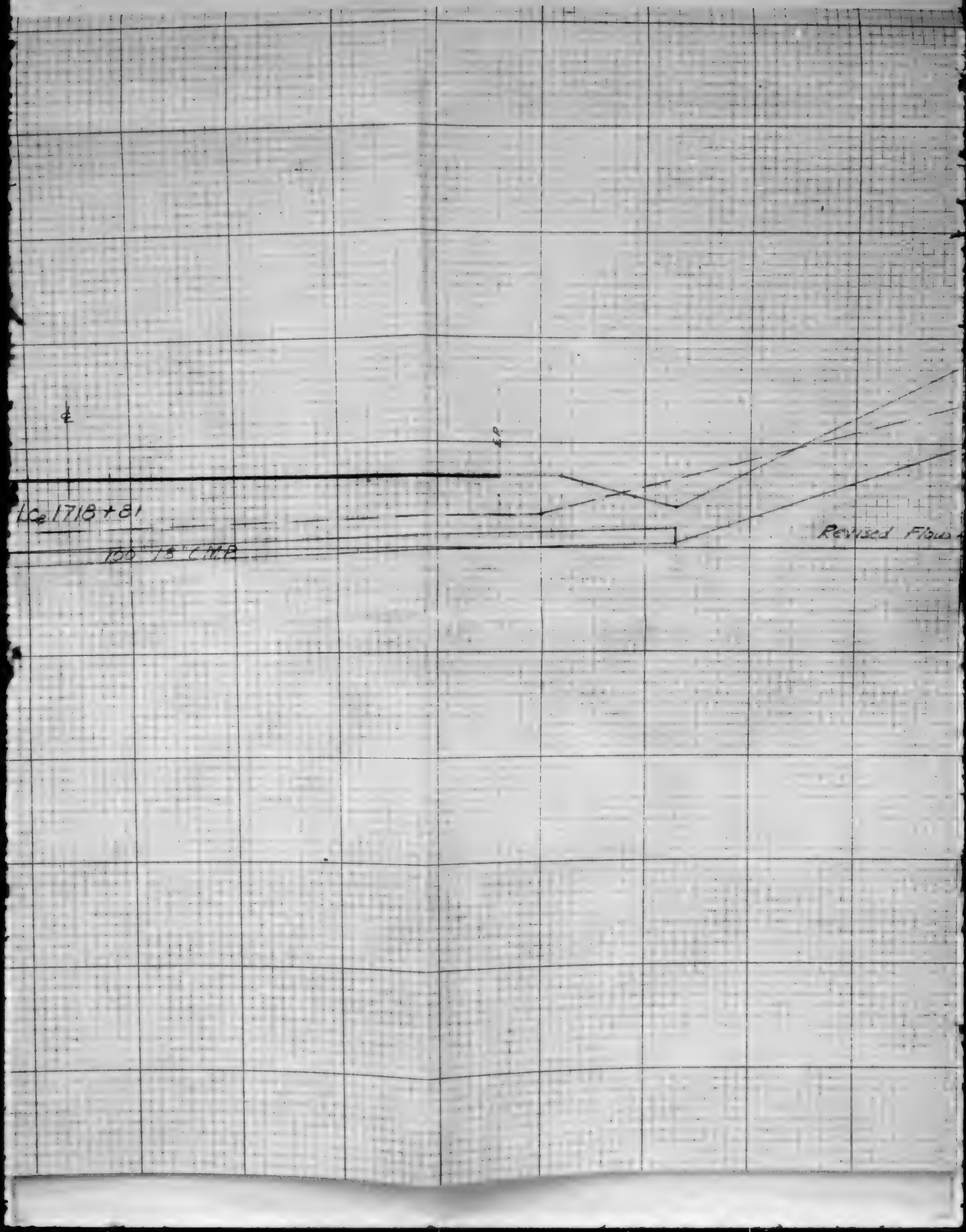
PROFILE

U.S.E.D. WATER LINE
AT BONNEVILLE

1 SEPT 1954 SCALE 1"=10'


Existing Ground Line
21'-18" C.I.R.


Anchor Block
℄
℄
Lc. 1718 +


℄
℄
Ce 1718 + 81
100 13 CMP
Revised Flow

8" Steel Pipe FL.

Used Flowline 8" Steel Pipe

RECEIVED
JUL 31 1959
FOR FILING
I-SON-2(19)22
5718

July 30, 1959

Board of County Commissioners
Multnomah County
Court House
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Multnomah County a fully executed copy of a Throughway Agreement between the State Highway Commission and Multnomah County covering the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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AUG 3 - 1959
FOR FILING
J-XON-2(19)33
5718

MISC. CONTRACTS and
AGREEMENTS No. 2124

Salem, Oregon
July 30, 1959

Throughway Agreement
Dodson-Bonneville Section
Columbia River Highway
Multnomah County

Mr. C. G. S[redacted]
Engineer, [redacted] & County Relations
O f f i c e

Attention: [redacted] D. Graham
Office Engineer

Attached is a conformed copy of a throughway agreement with Multnomah County covering the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Board of County Commissioners, Multnomah County.

Secretary

rn
Attach: 1

FORM E-90 50M 11-58 19990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1959

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Throughway Agreement
Dodson-Bonneville Section
Columbia River Highway
Multnomah County

Attached are three copies of an agreement covering the subject named project. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved December 12, 1958.

C. G. Swenson
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

12-12-58 Min. Page 45
Floyd Lucas
Sec.

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

RECEIVED
AUG 6 - 1959
FOR FILING
I. RON-2(19)33
5218
NPPCC-e

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

28 July 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

The following comments are offered in review of sheets 11 and 11A of your Dodson-Bonneville grading plans in response to your letter dated 6 July 1959:

a. It appears that there is no conflict where the "BD" and "WD" lines cross the domestic water line supplying Bonneville project.

b. The cross section indicates that the water line will be exposed at station 1719+00 along the LC8 line (Highway 30). In order to maintain the water supply to the project during the reconstruction required to correct this condition it is suggested that a new section of line be built under the highway portion prior to discontinuing present service to minimize the outage. It is desired that the new crossing be constructed in the same manner as the existing crossing to consist of cast iron pipe in an 18" c.m.p. sleeve with a slope to the north. The electrical conduit paralleling the pipe should be 1-1/2" galvanized conduit.

c. A field check indicated two feet of material covering the pipeline at station 12+75 along the F line. The cross section indicates a cut of two feet which would expose the pipeline at this point. Because of heavy hauling requirements along this road a minimum cover of three feet over the pipe is desired. It appears that an economical means of accomplishing the end result would be to raise the road grade appropriately in this area.

d. It is desired that the three feet of cover at station 14+25 along the F line be maintained as a minimum.

NPPKE-2
W. C. Williams

28 July 1959

I hope this will answer any questions you may have had concerning possible conflicts between project facilities and the widening of Highway U. S. 30 in the vicinity of the Bonneville interchange. Should you desire additional information feel free to contact me further at your convenience.

Sincerely yours,

J. NEWTON COX
LT. COLONEL, CORPS OF ENGINEERS
DEPUTY DISTRICT ENGINEER
FOR:

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
AUG 6 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 5 1959

RECEIVED
JUL - 7 1959
FOR FILING

July 6, 1959

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

As a portion of the Interstate Highway System, the Columbia River Highway (US#30) is being widened to four lanes in the vicinity of the Bonneville Interchange. We will apparently be in conflict with your water main and electrical conduit in this area. Under separate cover, we are forwarding you four copies of the following prints:

Sheets 11 and 11A of the Dodson-Bonneville grading plans.

Cross-sections of LC8, WD, ED and F Lines.

Please examine the prints to determine, if possible, the nature and extent of the conflicts so that negotiations may be started to make an agreement for the adjustment of the facilities in conflict.

Our present tentative schedule is to call for bids to be opened on this project during the fall of 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

CHB:jw as

RECEIVED
JUL - 7 1959
FOR FILING
Grant
RW
Carl R. Hug (copy)

July 6, 1959

Mr. R. E. Haacke
Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee
Portland 17, Oregon

Dear Sir:

As a portion of the Interstate Highway System, the Columbia River Highway (US#30) is being widened to four lanes in the vicinity of the Bonneville Interchange. We will apparently be in conflict with your water main in this area. Under separate cover, we are forwarding you four copies of the following prints:

Sheets 11 and 11A of the Dodson-Bonneville grading plans.

Cross-sections of the LCB, MD, F and EA Lines.

Please examine the prints to determine, if possible, the nature and extent of the conflicts so that negotiations may be started to make an agreement for the adjustment of the facilities in conflict.

Our present tentative schedule is to call for bids to be opened on this project during the fall of 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
829 Pittock Block
Portland 5, Oregon

Mr. Forrest Cooper
Mr. Tom Edwards

CHB:jw ae

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NOV 24 1959
FOR FILING

I-80N-2(17)33
5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1959

SUBJECT: Revised Throughway Agreement
Dodson-Bonneville Section
Columbia River Highway
Multnomah County

To: G. S. Paxson
Assistant State Highway Engineer

665
675

OFFICE

Attached hereto are six copies of the above entitled agreement as per your request of June 17, 1959. It is understood additional exhibit maps will be furnished by County and City Relations.

Additional copies of this agreement are available.

Les V. Nuttman

LES V. NUTTMAN
Staff Attorney

LVN:klf
Attachments
cc: L. I. Lindas

NOTED
G. S. PAXSON

RECEIVED
JUN 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1959
FOR FILING

Salem, Oregon
June 17, 1959

Mr. [illegible] Lindas
Chief Counsel

Revised Throughway Agreement
Dodson-Bonneville Section
Columbia River Highway
Multnomah County

Attached is a draft of a revised agreement covering the subject named project. This agreement will supersede a prior agreement prepared by your division which covered this project and bears the date of May 28, 1959.

Will you please prepare and return six copies of this agreement. Additional exhibit maps will be furnished by the County and City Relations Division.

G. S. Paxson
Assistant State Highway Engineer

CGS:mm
Att.

cc: C. G. Swenson

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F
T

AGREEMENT

THIS AGREEMENT, made and entered into this _____ day of _____ _____, 1959, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and MULTNOMAH COUNTY, a political subdivision of the State of Oregon, by and through its Board of County Commissioners, hereinafter called "County;"

W I T N E S S E T H:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and County plan and propose to construct the Dodson-Bonneville Section of the Columbia River Highway, State Primary Highway No. 2, as a throughway, as that term is defined in ORS 374.010. Hereinafter, all acts necessary to accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, ORS 374.075 and ORS 374.080, State and County may enter into agreements for the construction, reconstruction, improvement, or repair of any throughway, road, highway or street.

3. Pursuant to ORS 374.060 and ORS 374.065, State is empowered, with the official approval of County, to close any street or road at or near its point of intersection with the throughway or to make provision for the carrying of the street or road over or under the throughway. ORS 374.065 further provides that after the establishment of the throughway, no county road shall be constructed running into or intersecting the throughway unless the plans and specifications have first been submitted to and approved in writing by the State.

4. Pursuant to ORS 366.320(3), all rights-of-way owned or held by County over or along any roads adopted as state highways, are vested in State.

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NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts, and supervise the construction of the project. Attached hereto, marked Exhibit "A" and by this reference made a part hereof, is a set of plans setting forth the general plans and location of the project.

2. State shall close the following roads in the following manner and at the following locations:

a. McLoughlin Parkway at the point shown by means of a red line on Sheet No. 3 of the attached Exhibit "A."

b. Tumalt Road at the point shown by means of a red line on Sheet No. 4 of the attached Exhibit "A."

c. An unnamed dedicated street at a point opposite to and northerly from Highway Engineer's Centerline Station approximately 1549+75, as shown by means of a red line on Sheet No. 6 of the attached Exhibit "A."

d. An unnamed dedicated street at a point opposite to and southerly from Highway Engineer's Centerline Station approximately 1550+25, as shown by means of a red line on Sheet No. 6 of the attached Exhibit "A."

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves the plans attached hereto marked Exhibit "A," including all of the provisions set forth under THINGS TO BE DONE BY STATE.

2. County acknowledges the effect and scope of ORS 366.320(3) and

pursuant thereto, consents to the vesting in State of those portions of right-of-way of the County within the right-of-way boundary lines of the throughway.

3. County consents to the closure by State of the roads described and set forth in paragraph 2 under THINGS TO BE DONE BY STATE.

4. County agrees that no county roads shall be constructed running into or intersecting the said throughway without first obtaining the written approval of State.

5. County shall execute this agreement during a duly authorized session of its Board of County Commissioners and a certified copy of the journal entry evidencing said execution shall be attached hereto and made a part hereof.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

_____
Secretary

APPROVED:

_____
State Highway Engineer

APPROVED AS TO FORM:

_____
Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By _____
Chairman

By _____
Commissioner

By _____
Commissioner

MULTNOMAH COUNTY, by and through its Board of County Commissioners

ATTEST:

_____
County Clerk

By _____
Commissioner

By _____
Commissioner

By _____
Commissioner

CGS:cg
6/18/59

FORM E-30 50M 11-58 15660

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1959

SUBJECT: Throughway Agreement
Dodson-Bonneville Section
Columbia River Highway
Multnomah County

To: G. S. Paxson
Assistant State Highway Engineer

OFFICE

Attached hereto are seven copies of the above entitled agreement as per your request of May 22, 1959. The additional exhibit maps will be supplied by County & City Relations.

Additional copies of this agreement are available.

TED E. BARBERA
Staff Attorney

TEB:klf
Attachments
cc: L. I. Lindas

NOTED
G. S. PAXSON

RECEIVED
JUN - 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1959
FOR FILING
I-80N-2(19)33
5718

June 18, 1959

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

In accordance with Mr. Baysinger's request, I am sending you, under separate cover, three prints each of our Sheets No. 11, 11A, and 11B on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County. These sheets show the alignment and the profiles in the vicinity of the Bonneville Interchange, including that portion affecting the encroachment on your property just east of Tanner Creek.

I am also sending under separate cover, three copies of the cross sections on the WD line and BD line in this area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:gm

cc Mr. W. C. Williams

FORM S-122-X 50M 2-59

RECEIVED
JUL - 2 59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT S. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

I 80N-2(17)32
5.7.2

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 2, 1959

Mr. J. Herbert Stone
Regional Forester
United States Forest Service
P. O. Box 4137
Portland 8, Oregon

Files 29158, 29474 & 29575
Cascade Locks-Viento Section
Dodson-Cascade Locks Section
Record Creek-Bonneville Section
Columbia River Highway
U. S. Forest Service

Dear Sir:

In accordance with the conference with the Forest Service officials in Salem on June 22, and our letter of June 26, requesting our applications be held in abeyance, we are sending under separate cover three sets each of preliminary construction plans for the Dodson-Bonneville, Cascade Locks By-Pass, and East Cascade Locks-Wyeth Units of the Multnomah Falls to Viento Section of the Columbia River Highway in Multnomah and Hood River Counties. These preliminary construction plans are submitted with the request that you issue a Special Use Permit to act as a permit of entry so that the Highway Department may commence reconstruction of these sections of the Columbia River Highway.

You will note from the plans that access is to be by frontage roads and interchanges only, when the Columbia River Highway is reconstructed. Your permits of entry should carry this access control on the reconstructed sections, with a statement that the permits will remain in force until such time as an easement is issued under Section 317 and that such easement is to carry the access control clauses.

It is understood, of course, that our present applications are to be held in abeyance until such time as sufficient plans are available, so that the Forest Service can consider and issue one or more permits or easements for the full section between Multnomah Falls and Viento. It is understood that the control of access will not go into effect until the highway construction is started or alternate facilities are supplied, in accordance with the enclosed plans.

We are also sending under separate cover three sets of the Multnomah Falls-Dodson construction plans, as requested in said conference.

Very truly yours,

D. J. Barber

D. J. BARBER
Assistant Construction Engineer

DJB:ls

cc: Mr. C. J. Polk
Division Engineer
Bureau of Public Roads, Salem
cc: W. C. Williams
cc: G. S. Paxson

RECEIVED
JUL 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED
G. S. PAXSON

RECEIVED
MAY 27 1959
FOR FILING

I-80N-2 (19)33

5718

May 26, 1959

Mr. R. E. Hancke, Division Engineer
Union Pacific Railroad Company
2525 N. Lerrabee Avenue
Portland 12, Oregon

Dear Sir:

Re: McCord Creek-Bonneville Section
of Dodson-Bonneville Section,
Columbia River Highway
in Multnomah County

Under separate cover I am sending you two prints from our Drawing 3B-13-19 dated March 1959, which shows two easements that we are requesting from you for the construction of the interstate highway in this section. I am also attaching two copies of descriptions of these easements prepared by our Construction Division.

Parcel No. 1 covers an area required for embankment in order to construct an approach to the Union Pacific's property. Parcel No. 2 is a temporary easement to allow the reconstruction of the approach for a private road which now crosses your track at grade at Station 1930+20. The present crossing of your tracks will not be disturbed and this is only to straighten out the approach to this crossing.

Also shown is the construction of a wall at the west end of the McCord Creek Bridge opposite your Station 19+79. This wall will all be within the limits of an existing encroachment secured when the original highway was constructed. We would appreciate your early consideration of this request and advice from you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. R. H. Brown
Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter Wright

DESCRIPTION ONLY

Oregon & Washington Railroad & Navigation Company

McCord Creek-Bonneville Section

Multnomah County

File No. 29998
RR 5-15-59
8B-13-19

Columbia River Highway

Railroad Encroachment

PARCEL NO. 1 Slopes and approach to Railroad depot

A parcel of land lying in the SW¼NE¼ of Section 21, Township 2 North, Range 7 East, W.M., Multnomah County, Oregon, and being a portion of that property described in that certain deed to Oregon & Washington Railroad & Navigation Co., recorded in Book 602, Pages 559-61 of Multnomah County Records of Deeds; the said parcel being described as follows:

Beginning at a point on the Southerly line of said railroad property, said point being 250 feet Southeasterly of (when measured at right angles to) the center line of the O. W. R. & N. Company at Engineer's Station 2122+43.47 and which center line is described in said railroad deed; thence Northeasterly parallel to and 250 feet Southeasterly of said railroad center line to a point which is 250 feet Southeasterly of (when measured radially to) said center line at Engineer's Station 2125+65; thence Southwesterly in a straight line to a point which is 200 feet Southeasterly of (when measured radially to) said center line at Engineer's Station 2124+75; thence Southwesterly parallel to and 200 feet Southeasterly of said center line to a point which is 200 feet Southeasterly of (when measured radially to) said center line at Engineer's Station 2123+95; thence Northwesterly radially to said center line at Engineer's Station 2123+95, a distance of 110 feet; thence Southwesterly parallel to and 90 feet Southeasterly of said center line to the Southerly line of said railroad property; thence North 85° 35' East, along the Southerly line of said railroad property to the place of beginning.

The parcel of land to which this description applies contains 1.0 acre, more or less.

PARCEL NO. 2 A temporary easement for a road approach, for the duration of project, over or on the following described parcel, to-wit:

A parcel of land lying in the SE¼NW¼ of Section 36, Township 2 North, Range 6 East, W.M., Multnomah County, Oregon, and being a portion of the right of way of the O. W. R. & N. Company; the said parcel being described as follows:

Beginning at Engineer's Station 1937+90 on the center line of the main track of said O. W. R. & N. Company, said Station being approximately 440 feet North and 490 feet West of the center of said Section 36; thence Southerly at right angles to said railroad center line, 50 feet; thence Easterly parallel to said center line 100 feet; thence Northerly at right angles to said center line, 50 feet to Engineer's center line Station 1938+90; thence Westerly along said center line 100 feet to the place of beginning.

The parcel of land to which this description applies contains 5,000 square feet.

fd/lwc

FORM B-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1959

SUBJECT: File No. 29998 - Oregon-Washington Railroad and Navigation Company
McCord Creek-Bonneville Section
Columbia River Highway
Multnomah County

To: Mr. Glenn S. Paxson
Assistant State Highway Engineer
O f f i c e

Attached hereto is a description in two parcels for a railroad encroachment. These parcels pertain to operating railroad property.

Will you please negotiate for their acquisition.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:mr
Attachments

RECEIVED
MAY 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 SOM 11-58. 15000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1959

SUBJECT: R. R. Encroachment Maps
McCord Creek-Bonneville
Columbia River Highway

To:

Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 prints of Railroad Encroachment Map 8B-13-19 concerning the subject section.

Descriptions for this encroachment were submitted to Mr. Wright May 15, 1959.

Tom Edwards
Construction Engineer

By

D. J. Barbee
Assistant Construction Engineer

FOS:mm

Attach

RECEIVED
MAY 18 1959
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(19)33 Dodson-Bonneville Sec. 1961
of Col. R. Hwy
#5718 Folder # 2

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 23, 1965

In reply refer to: 08-35.4-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(19)33, Dodson-Bonneville Section
Bonneville Power Administration Agreement

We have reviewed the subject agreement submitted with Mr. Litchfield's July 15, letter, which provides for a BPA electric power transmission lines crossing of I-80N in the vicinity of Station 1735 and find it satisfactory.

We note that the Civil Rights Act portion of paragraph 5 does not strictly comply with your May 7, 1965 "Assurance with Regard to the Civil Rights Act of 1964" and Mr. J. M. O'Connor's August 3, 1965 Circular Memorandum.

REFERRED TO
By Asst. State Hwy. Engr.
8-24-65

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY #5718

Monthly transaction number	FORM PR-2A (8-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
8-43		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-2-65	County: Multnomah
11		Project number: I-80N-2(19)33

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 6, 1961, is hereby modified as follows:

Revised estimated total cost of project $ 2,077,243.00

Revised Federal funds $ 1,918,000.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2 day of August, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

July 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of the project agreement on the Dodson-Bonneville Section, Federal-Aid Project No. I-80N-2(19)33.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:cd

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(19)33

DODSON-BONNEVILLE SECTION OF THE COLUMBIA

RIVER HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, increases in costs of preliminary engineering and increase in quantities of bid items No. 4 and 6.)

Salem, Oregon, July 1, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 45,000.00

Type Code 0010
Roadway (Sta. 1472+00 to Sta. 1737+00) (Contract No. 5718)

Clearing and Grubbing	All Required		47,774.00
Removal of Curbs	310 LinFt	0.60	186.00
Removal of Wall	15 CuYd	50.00	750.00
Drainage Excavation, Unclassified	24,842 CuYd	3.25	27,292.10
Structural Excavation for Wall, Unclassified	160 CuYd	11.50	1,840.00
General Excavation, Unclassified	1,216,585.6 CuYd	0.75	912,439.20
Short Overhaul	5,043,500 [illegible]	0.006	30,261.00
Long Overhaul	218,600 C-Y-Sta	0.30	65,580.00
Finishing Roadbed and Slopes	4.73 Miles	1,600.00	7,568.00
Rounding Cutbanks	17,800 LinFt	0.25	4,450.00
12-inch Corrugated Metal Pipe	40 LinFt	3.25	130.00
18-inch Corrugated Metal Pipe	720 LinFt	4.60	3,312.00
18-inch Corrugated Metal Pipe, 14 gage	200 LinFt	5.30	1,060.00
24-inch Corrugated Metal Pipe	700 LinFt	7.10	4,970.00
36-inch Corrugated Metal Pipe, 8 gage	160 LinFt	18.50	2,960.00
48-inch Corrugated Metal Pipe	70 LinFt	18.50	1,316.00
60-inch Corrugated Metal Pipe, 8 gage	140 LinFt	35.00	4,900.00
24-inch Half Circle Corrugated Metal Pipe	60 LinFt	4.70	282.00
29-inch Arch Type Corrugated Metal Pipe	60 LinFt	7.80	468.00
12-inch Concrete Pipe	1,100 LinFt	3.60	3,960.00
18-inch Concrete Pipe	1,060 LinFt	4.30	4,770.00
24-inch Concrete Pipe	340 LinFt	5.75	1,955.00
30-inch Concrete Pipe	44 LinFt	7.00	308.00
36-inch Concrete Pipe	720 LinFt	11.40	8,208.00
48-inch Concrete Pipe	280 LinFt	15.60	4,368.00
Extra for Pipe Under Pavement	100 LinFt	4.70	470.00
6-inch Perforated Metal Drain Pipe	1,800 LinFt	1.30	2,340.00
12-inch Perforated Metal Drain Pipe	480 LinFt	2.65	1,272.00
Special Backfill in Drains	420 CuYd	7.40	3,108.00
12-inch Culvert End Sections	4 Only	35.00	140.00
18-inch Culvert End Sections	10 Only	50.00	500.00
24-inch Culvert End Sections	4 Only	72.00	288.00
Salvaging Culvert Pipe	290 LinFt	3.60	1,044.00
Class "A" Concrete in Box Culverts	380 CuYd	93.00	35,340.00
Metal Reinforcement in Box Culverts	51,000 Lbs	0.13	6,630.00
Class "A" Concrete in Walls	50 CuYd	72.00	3,600.00
Metal Reinforcement in Walls	5,200 Lbs	0.13	676.00

Concrete Inlets, Type "D"	8	Only	100.00	$ 800.00
Concrete Inlets, Type "G"	2	Only	105.00	210.00
Concrete Manholes	4	Only	370.00	1,480.00
Metal Guard Rail	270	LinFt.	2.80	756.00
Salvage and Reinstall Guard Rail	270	LinFt.	1.60	432.00
Type 2 Barricade	630	LinFt.	3.90	2,457.00
Guard Rail-Salvaged Barricade	630	LinFt.	1.40	882.00
6-inch Coated Steel Pipe, 12 gage	550	LinFt.	4.40	2,420.00
Salvage 6-inch Water Valve	1	Only	60.00	60.00
6-inch Water Pipe Relocation	All	Required (70%)		2,590.00
Type 1 Fence	880	Rods	6.00	5,280.00
12' x 48" Metal Gates	2	Only	60.00	120.00
Footpaths	20	Sta	165.00	3,300.00
Pipe Handrail	220	LinFt.	8.15	1,793.00
Coarse Crushed Material in Base	7,700	CuYd	2.50	19,250.00
3/4" - 0 Material in Base	1,130	CuYd	2.80	3,164.00
Sprinkling	1,380	M-Gal	2.00	2,760.00
Furnishing and Placing Aggregates	220	CuYd	5.50	1,210.00
120-150 Asphalt	22	Tons	45.00	990.00
Class "B" Asphaltic Concrete	600	Tons	10.00	6,000.00
Construct Power Line, Unit 1	All	Required		8,400.00
Construct Power Line, Unit 2	All	Required		5,600.00
Construct Power Line, Unit 3	All	Required		5,800.00
Construct Power Line, Unit 4	All	Required		4,200.00
				$1,276,469.30
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Seeding and Mulching	All	Required		7,400.00
Signs (Temporary)	All	Required		2,000.00
Adj. Water Lines	All	Required		2,000.00
Work by Pacific Telephone & Telegraph Co.	All	Required		16,500.00
Slide Removal & Correction	All	Required		25,000.00
Construct Service Road (Power Lines)	All	Required		6,200.00
Felling Danger Trees (Power Lines)	All	Required		1,000.00
Move Stockpile Material from Waste Area	All	Required		5,600.00
		Subtotal		$1,344,669.30
		10% Engr. & Cont.		134,466.70
		Total		$1,479,136.00

Type Code X261
Waverdale Overing (Br. #8692)(Sta. 1519+32.58 to Sta. 1540+69.42)(Contract No. 5718)

Structural Excavation	570	CuYd	3.40	$ 1,938.00
Structural Excavation below Elevation Shown	25	CuYd	9.00	225.00
Class "A" Concrete (463 CuYd)(17%)	All	Required		39,440.00
Metal Reinforcement (95,200 Lbs)(17%)	All	Required		12,376.00
46' Prestressed Beams	42	Only	680.00	28,560.00
Concrete Slab Riprap	870	SqYd	8.10	7,047.00
8-inch Metal Drain Pipe	60	LinFt.	2.50	150.00
				$ 89,736.00

Type Code X061
Holgate Creek Bridge (Br. #219J-B)(Sta. 1576+68.93 to Sta. 1580+49.93)(Contract No. 5718)

Shoring, Cribbing, Etc.	All	Required (40%)		$ 3,200.00
Structural Excavation	1,200	CuYd	3.40	4,080.00
Structural Excavation below Elevation Shown	50	CuYd	9.00	450.00
Class "A" Concrete (872 CuYd)(32%)	All	Required		74,240.00
Metal Reinforcement (189,000 Lbs)(33%)	All	Required		24,024.00
60' Prestressed Beams	5	Only	1,100.00	5,500.00
63' Prestressed Beams	5	Only	1,200.00	6,000.00
72' Prestressed Beams	15	Only	1,400.00	21,000.00
Steel Handrail	780	LinFt	13.00	10,140.00
8-inch Metal Drain Pipe	120	LinFt	2.50	300.00
				$148,934.00

Type Code X031
Moffett Creek Bridge (Br. #219A-B)(Sta. 1636+90 to Sta. 1641+48)(Contract No. 5718)

Shoring, Cribbing, Etc.	All	Required (60%)		$ 4,800.00
Structural Excavation	3,200	CuYd	3.40	10,880.00
Structural Excavation below Elevation Shown	100	CuYd	9.00	900.00
Class "A" Concrete (1,420 CuYd)(51%)	All	Required		118,320.00
Metal Reinforcement (283,900 Lbs)(50%)	All	Required		36,400.00
Structural Steel (396,400 Lbs)	All	Required		89,000.00
Metal Parapet Rail	920	LinFt	4.00	3,680.00
8-inch Metal Drain Pipe	70	LinFt	2.50	175.00
				$264,155.00
		Subtotal		502,825.00
		10% Engr. & Cont.		50,282.00
		Total		$553,107.00

Length of Roadway	4.729 Miles
Length of 3 Structures	0.185 Mile
Length of 2 Structures	0.000 Mile (Exception)
Total Length	4.914 Miles
Cost of Roadway Per Mile	$312,779.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 45,000.00	$ 41,500.00	$ 3,500.00
Roadway	1,479,136.00	1,365,800.00	113,336.00
Structures	553,107.00	510,700.00	42,407.00
	$2,077,243.00	$1,918,000.00	$159,243.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

(a) Includes Engineering and inspection work by Union Pacific RR Company.

DODSON-BONNEVILLE SECTION

PROJECT NO. I-8ON-2(19)33

Estimated costs of work by the Pacific Telephone and Telegraph Company

C.W.O. #1			
Labor		$ 6,350.00	
Material		13,606.00	
Equipment		1,000.00	
		$20,956.00	
	State Share 50.7%		$10,624.00
C.W.O. #2			
Labor		$ 5,225.00	
Material		7,835.00	
Equipment		950.00	
		$14,010.00	
	State Share 35.2%		$ 4,931.00
C.W.O. #3			
Labor		$ 1,582.00	
Material		2,613.00	
Equipment		150.00	
		$ 4,345.00	
	State Share 22.7%		$ 986.00
	State Share Total		$16,541.00
	Use		$16,500.00

FORM E-30X—50M—1-65 SP*6418.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 11, 1965

I-5 (1) N 2(22)33

5718

SUBJECT: Salvaged Materials
Interstate Projects

To: Mr. L. W. Rahlen
Division Engineer
State Highway Department
P. O. Box D2157
Portland, Oregon 97202

Office Engineering has requested that we furnish information concerning the value and location of items salvaged on the following listed projects:

DODSON-BONNEVILLE SECTION, Contract No. 5950, I-80N-2(22)33

Bid Item No. 56 - Removal of Existing Sign Installations.

DODSON-BONNEVILLE SECTION, Contract No. 5718, I-80N-2(19)33

Bid Item No. 46 - Salvage 6-inch Water Valve - 1 Only

MULTNOMAH CO. LINE-EAST CASCADE LOCKS SECTION, Contract No. 5829, I-80N-2(20)36

Bid Item No. 19, Salvage Culvert Pipe (208 feet were salvaged, but 196 feet were reinstalled. Need location of 12 feet not accounted for in notes. See attached sheet.)

Bid Item No. 84 - Salvage and Stockpile Sight Posts - 39 Only

Bid Item No. 73 - Removal of Existing Sign Installations

The value of these salvaged items must be credited to the project if they were stockpiled. Please determine the location and value of these salvaged items and supply this office with your findings.

DES:fp
Attach.
cc F. D. Klaboe
L. H. Young

F. D. Morgan
Construction Engineer

RECEIVED
MAR 27 1963
FOR FILING

March 27, 1963

Continental Casualty Co.,
Seattle Branch Office
Surety Department
105 Cobb Bldg.,
Seattle 1, Washington

Gentlemen:

On October 24, 1962, we wrote to you concerning release of final payment on contract #5718, awarded to Gibbons & Reed Co., for grading-structures on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $22,541.43 and the total contract amount is $1,838,477.54, including $75,527.13 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4, Illinois

cc: Gibbons & Reed Co.,
P. O. Box 4989
Portland 13, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAR 10 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. C. H. Maison

March 1, 1965

Original signed by
L. R. Backlund
Admin. Manager

08-35.5

By:

A. W. Parsons, Division Engineer
Salem, Oregon

L. R. Backlund
Administrative Manager

Union Pacific Railroad Company
Oregon Projects I-80N-2(19) and (22)
Contracts Nos. 5718 and 5950

Reference is made to your letter of January 18, 1965 concerning the audit report on the subject projects.

Concerning Item No. 1, the distribution of costs to be borne by the contractor and costs to be borne by the State, we will accept the resident engineer's determination providing it complies with our memorandum of December 3, 1963.

Any cost borne by the State, should be identified as a separate item of construction engineering by the railroad on the final voucher in considering the 10% limitation.

Regarding Item No. 6, the railroad's explanation indicates that the additional wire was necessary for replacement of wire, caused by blasting operations. Under these circumstances it would appear this should be a cost to be borne by the contractor.

MOTOR
HIGHWAY

Orig to Maison
3-2-65
Copy to Young
3-10-65

RECEIVED
JAN 23 1963
FOR FILING

January 22, 1963

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Ave.
Portland 17, Oregon

Dear Sir:

This is to advise you that work was completed Aug. 14, 1962, on the Dodson-Bonneville Section in Multnomah County, State Highway Contract No. 5718.

Agreement No. 537, dated June 3, 1960, with your company is involved in connection with work on this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

cc: C. H. Nelson
F. D. Morgan
A. E. Johnson

RECEIVED
JAN 9 1963
FORM E-20X—50M—8-62 49500
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1963

To: Mr. L. I. Lindas
Chief Counsel

OFFICE

SUBJECT: U.S. Government Property at Bonneville
Dodson-Bonneville Section
Columbia River Highway
Contract No. 5718

Attached is a sketch map showing a parcel of land owned by the U. S. Government (Corps of Engineers) upon which we have wasted excess material excavated on this project. We tried to purchase this parcel some years ago, but were unsuccessful in doing so.

The Resident Engineer on this project assumed that the Union Pacific Railroad right of way line was also our property line, and so allowed the contractor to dump his waste upon the property we do not own. There is no marks of any kind in the field to delineate our actual right of way line.

Since we have now dumped the waste material and have constructed an access road for the use of Bonneville Power and Cascade Locks City Light, please advise the proper action to take to correct this error.

F. D. Morgan
Construction Engineer

By C. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:bjh
Attachments (2)

cc: L. P. Shaw (w/attach.)

RECEIVED
JAN 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD P. SHAW

T2N R7E

N

R/W Map
Drg. No. 6B-14-11

U.P.R.R. R/W

TOE OF FILL

TOP OF FILL

29.57 Ac. ± Not acquired
Fully developed
U. S. Govt.
R/W Line (Govt. Lot)

WASTE AREA
"B"

Proposed
Access Gate

Access Control Line

Bonneville Int'change ½ Mi.

1730

Lc 67

NEW U.S. HWY. (E.B.)

OLD HWY. (E.B.)

R/W ℄

24'-1

24'

8½'

1735

Lc 1729+17.55 P.T. Bk.
Lc 1730+16.61 P.O.T. Ah.

R/W 1735+02.71 P.T.

OREGON STATE HWY. DEPT.
DODSON - BONNEVILLE SECTION
COLUMBIA RIVER HIGHWAY
PROPOSED ACCESS GATE LOCATION

Jan. 1963

M.M. STUMP, RES. ENG'R.

RECEIVED
DEC 28 1962
FOR FILE

I-80N-2(19)33
5718

December 27, 1962

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

re: Completion Erosion Control Work
Dodson - Bonneville Section
Columbia River Highway
Contract #5718
FAP I80N-2(19)33

Dear Mr. Parsons:

The erosion control work on the subject project, authorized in State Force Order, dated September 20, 1960, was completed August 26, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
L. H. Young
Office Engineer

EAH:ls

cc: Doug Parkes
Landscape
Construction
A. E. Johnson

RECEIVED
DEC 11 1962
FOR FILING

5719

December 10, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 9 - Supplemental, Account No. 234, covering horizontal drains on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal-Aid Project No. I-[illegible]-2(19)33.

Due to the large amounts of water encountered in drilling and the imminent danger of destruction to the Bonneville water supply, damage to the U.P. Railroad and the highway, additional work must be done. The original order in the amount of $8,200 was approved by the B.P.R. April 30, 1962. A copy of the report of Mr. Gano, Division Geologist, on the Progress of Horizontal Drilling on the Tanner Creek Slide is attached as requested by your office.

The additional amount required is estimated as $10,000 with Federal Participation of $9,000.

Your approval of the supplement under the provisions of PPM 21-6.3, on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

LNY:cr
Enclosures

RECEIVED
NOV 8 1962

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

November 7, 1962

OREGON STATE HIGHWAY COMMISSION

Re: Proposed Settlement
State of Oregon vs.
Cascade Locks
L-4110

Gentlemen:

I forward you herewith a copy of a proposed settlement directed to this office by Mr. John Carlson, Mayor of the City of Cascade Locks.

As you recall, it was necessary for the State Highway Department, in the construction of a portion of the Columbia River Highway, to move certain power poles located on the then existing right of way, which poles and lineswere the property of the City of Cascade Locks who operate their own power company.

The claim of the department was in the sum of $71,185.36. The City of Cascade Locks is offering a proposed compromise settlement in the sum of $25,000 in this matter, based upon several items all of which are covered in detail in their letter to me, a copy of which is attached.

On the face of it there appears to be some merit to some of the excuses they have submitted in mitigation of the amount of money for which we are suing, and after

NOTED
FLOYD QUERY

I have had a chance to fully review and investigate these matters, I will be prepared to submit a recommendation in connection therewith at the next Commission meeting.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
Encl.
cc: Forrest Cooper
G. S. Paxson
P. M. Stephenson
R. L. Porter
Tom Edwards
Floyd Query
C. H. Maison
Robert Y. Thornton
John Phillips
I. A. DeFrance

City Light CASCADE LOCKS, OREGON

Bonneville Dam Power • Nature's Finest Water
Both Municipally Distributed

October 26, 1962

Mr. L. I. Lindas, Chief Counsel
State Highway Department
Salem 10, Oregon

Attention: Frank C. McKinney

Re: State of Oregon vs. Cascade Locks - Your File L-4110

Dear Sir:

This will acknowledge receipt of your letter of August 31, 1962, together with a copy of the amended complaint in the above entitled case, together with the final tabulation.

After considerable study, we are prepared to submit on behalf of the City of Cascade Locks a proposal of settlement.

According to the records and file of the City of Cascade Locks, on January 5, 1950, the Oregon State Highway Commission granted a permit to the city to construct a power pole line upon and along the southerly side of the Columbia River Highway between Didson overcrossing and Warrendale, and on March 16, 1951, the Oregon State Highway Commission granted a permit to the City of Cascade Locks to construct a power pole line along the northern side of the Columbia River Highway between Multnomah Falls and Oneonta Creek.

At the time these permits were granted, the Oregon State Highway Commission was in the process of relocating the Columbia River Highway between Troutdale and Bonneville on a water grade and apparently it was not contemplated within a short period of time the Columbia River Highway would be designated as a freeway with the construction of additional lanes of traffic.

At the time the permits were granted by the State Highway Commission to the City of Cascade Locks, the records of the city indicate that the Highway Commission was desirous of acquiring title to certain property near Herman Creek from the city, and it is the impression of some of the councilmen holding office at the time the conveyance of the right of way to the Oregon Highway Department was given in consideration of permanent easements for power line, and that there would be no possibility on the part of the city to pay the cost of moving the power line in the event the water grade highway was widened to four lanes. This impression is borne out by a resolution adopted by the council on January 8, 1951, and Ordinance No. 83 adopted by the council April 9, 1951, copies of which are hereto attached and made a part hereof.

Apparently in 1951 the council did not realize that the permits issued by the Oregon State Highway Commission reserved to the Commission the right to require the removal of the pole line and the relocation thereof in the event of widening the highway. Therefore, at this time, we are not making any legal claim as a result of the action by the council in 1951, but we believe it is worth consideration in the settlement of this matter.

Referring to the final tabulation submitted with your letter of August 31, 1962, and all contract documents which you have supplied us, we find that there were two sections, namely, Stebco-Dodson (1) and Dodson-Bonneville (2), and that the total cost of Stabco-Dodson section is $49,593.62 and the total cost of the Dodson-Bonneville section is $21,252.26, making a total cost for all work of $71,185.36.

Mr. Eugene E. Marsh, one of the attorneys for the City, personally viewed the premises where the power line was constructed, and from such view and a study of all the available documents, it appears that the situation involves an unusual and hardship case. Mr. Frank C. McKinney and Mr. Curtis H. Baker of the Highway Department accompanied Mr. Marsh on the view of the premises and explained the work in detail.

The Columbia River runs through a gorge in the Cascade Mountains, and there is a narrow stip of land between the river and the steep mountain-side upon which is located the Union Pacific Railroad right of way, the Columbia River freeway, and utilities providing service to businesses and inhabitants along the highway. It is necessary to maintain the utilities along the highway, not only for the inhabitants, but for operation of highway traffic signals.

With particular reference to Dodson-Bonneville section, where the Columbia River Highway now crosses Tanner Creek, in order to provide proper access to the Bonneville Hatchery and the Bonneville Dam, extensive widening of the highway was required with an under pass. Practically all of the area between the river and the mountain in this section require grading, thereby resulting in the power line to be placed several feet above the high-way level on the mountain side. Therefore, it seems to the writer that the relocation of the power pole line was a mere incident to the highway con-struction, when one considers the tremendous work involved in the Dodson-Bonneville Highway changes and improvements.

An examination of the bids on both sections indicate that the bids generally were taken on a lump-sum basis rather than on a unit-cost basis, and there is no breakdown to show the actual cost of the clearing of the right of way and the actual cost of the wire, poles and the placement thereof.

It is our understanding that all parties agree that the cost of the clearing of the power pole right of way may have involved as much money as the cost of wire and poles and the placement thereof. At least, we know that the City of Cascade Locks could never afford to pay as much as was done in this case for clearing a pole line right of way. We have no complaint to make as to the manner in which the clearing was done, or the cost thereof, except to say that it is economically unfeasible for the City of Cascade Locks to pay that much for clearing.

We submit that the construction of the service roads along freeways is for the general public and for future development of the area along the freeway. The service roads are not private roads, but public roads.

As to the Dodson-Bonneville section, it seems to us, because of the many problems involved in widening the highway, that no part of the cost of replacement of the power line in this section of the highway should be charged to the City of Cascade Locks.

As to the Stabco-Dodson section, the successful bid amounted to $44,858.00, of which $37,358.00 was for construction of the powerline, and approximately 40% thereof was expended on clearing right of way. The total cost of this section amounted to $49,933.10, and it seems in all fairness the city should not be charged for more than one-half of the Stebco-Dodson section.

According to the 1950 census, Cascade Locks had a population of 659 people and an assessed valuation of $481,955. A claim of $71,185.36 is too great for such a small community to bear.

Cascade Locks has been providing electrical service to the city and along the Columbia River from Cascade Locks to Bridal Veil. The creation of the freeway has eliminated several customers, and it is doubtful as to any additional customers because of the limited access to the Columbia River Highway.

At the time the City was requested to remove its power pole line, it had no funds on hand to pay the cost thereof, except by issuing revenue bonds, pledging the receipts of the electrical system, after approval by the vote of the people. The City's Light Department is now in better financial condition that it was two or three years ago, but available funds on hand are committed to replacement reserves, line extensions and improvements which work is presently being performed.

In the event the City was required to pay the entire claim, it works a tremendous hardship upon this community, and it would eliminate necessary improvements and additions to the electrical system for many years. An increase in power rates would be impractical because the Bonneville

Power Administration must approve any increase in rates. In the event of a judgment, it would be problematical when payment could be made. We submit that the city is justified in the offer made herein because of the tremendous hardship and because of the peculiar topography.

Therefore, on behalf of the City of Cascade Locks, we respectfully make the following offer:

(1) That a stipulation be entered into between the City and the State Highway Commission in the above entitled case entering judgment in the amount of $25,000.00, without interest, neither party to recover costs and disbursements.

(2) That the stipulation further provide that payment of the judgment shall be made at the rate of $2500.00 per year, without interest. The first payment to be made immediately upon the entry of the judgment.

This offer is made as a compromise of a disputed claim and shall not be construed as an admission by the City of any liability whatsoever.

Very truly yours,

CITY OF CASCADE LOCKS

By _____
John N. Carlson, Mayor

RECEIVED
OCT 24 1962
FOR FILING

5718

October 23, 1962

Oregon State Highway Commission

Gentlemen:

Work was completed August 14 on Contract 5718. The contract was with Gibbons & Reed Company and was for grading, structures, and rock production on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 19, 1962, and that you concur in this procedure at the Commission meeting on November 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

Surety letter written 10-24-62

RLP:ajw hlb

FORM E-20 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1962

SUBJECT: Acceptance of Contract

To: Mr. R. L. Porter
Assistant Highway Engineer

OFFICE

All work on the following contract is satisfactorily completed. It is ready for acceptance by the State Highway Commission:

Contract No. 5718 with Gibbons & Reed Co. for grading, structures and rock production on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, completed August 14, 1962.

L. H. Young
Office Engineer

cc: Floyd Query
C. H. Maison
F. D. Morgan

RECEIVED
OCT 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report # 124 (Final Report)

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 20, 19 62

Section Dodson - Bonneville

Kind of work Grading, Structures, & Rock Prod.

Highway Columbia River County Multnomah

Section prefix 626 - 1048

Contractor Gibbons & Reed Co.

Contract number 5718

Date of contract June 7, 19 60

Specified work days 200 + 15 = 215

Date work started June 14, 19 60

Work days used 215

Project authorization . . . . . $ 2,025,682.13
Exclusive of engineering . . . . $ 1,879,500.29

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 1,887,331.24

Estimated per cent overrun or underrun . . . . . 0.43 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 146,181.84

Engineering cost to date $ 146,095.10, 99.94 %

Date project was completed August 14, 19 62

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

One man in office one day on semi-final.

Semi-final was submitted to Division Office on Tuesday, October 16, 1962.

This will be the final weekly report for this project.

CONSTRUCTION DIVISION
RECEIVED
OCT 22 1962
NOTED
CE ASE ACE COE

Signed C. T. Keasey

Address C. T. Keasey, Resident Engineer
P. O. Box 346, Troutdale, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.67				
Miles partially completed					
Miles completed	4.67				
Total estimated quantities (contract)	1,156,000 CY.	10,050 CY.			600 Tons
Total quantities corrected to date	1,216,585.6	5,463 CY.			682.27 Tons
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Lt. Showers Partly Cloudy		
Tuesday	Partly Cloudy Fair		
Wednesday	Fair		
Thursday	Overcast		
Friday	Overcast Cloudy		
Saturday			

RECEIVED
SEP 6 1962
FOR FILING

Salem, Oregon
September 6, 1962

Mr. A. E. Johnson
Division Engineer
Portland

Dodson-Bonneville Section
Columbia River Highway

I attach a copy of a letter from the Union Pacific Railroad Company and triplicate copies of a bill to reimburse the Railroad Company for expenses incurred in repairing a broken water line at Railroad Mile Post 38.65. It is alleged that the damage was caused by our contractor, Gibbons & Reed Company.

Will you please take this up with Gibbons & Reed and request them to make payment on this bill direct to the Railroad Company.

G. S. Paxson
Deputy State Highway Engineer

GSP:am
attach.

cc Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company

Gibbons & Reed Company
Post Office Box 4989
Portland 13, Oregon

Mr. F. D. Morgan

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

SEPTEMBER 4, 1962

File Ref. D 315 - 2 - 88

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Referring to your letter of August 3 in acknowledgment of my letter of July 31 regarding damage on July 26, 1962, to Railroad's 6-inch water line at Mile Post 38.65 Bonneville account operations of Gibbons & Reed Company on Dodson-Bonneville Section of highway project:

Herewith 4 copies of bill No. 941240 in the amount of $64.84 covering cost to make necessary repairs. Will you please place in line for payment?

Yours very truly,

G. H. Baker

G. H. Baker

encs.

cc: Gibbons & Reed Company
825 West Ninth North
Salt Lake City, Utah

Continental Agency Company
320 East Fourth South
Salt Lake City, Utah

RECEIVED
SEP - 5 1962
OREGON
STATE HIGHWAY COMMISSION

11-60-100M

Form 130 A

Gibbons & Reed Construction Company,
6405 NE Glisan,
Portland, Oregon.
c/o Mr. G. H. Baker - Portland, Oregon.

BILL NO. 941240

MONTH'S ACCOUNT 8/1962

JF DEPT. NO. 4316

DATE MADE AUG 23 1962 19

To UNION PACIFIC RAILROAD COMPANY, Dr.

Make checks payable to Union Pacific Railroad Company, and address all remittances to the Assistant Treasurer, Omaha 2, Nebr.

FOR				
expense incurred by UP RR Co. July 26, 1962 to repair broken water line at M.P. 38.65 at or near Bonneville, Oregon, damaged by Contractor.				
Pay Roll - B&B - Water Service Gang No. 1755				
Sheet Metal Worker - Water Service - 8 hours @ $2.7408 hour	21	93		
Truck Driver - Helper - 8 hours @ 2.5248 hour	20	20		
Plus - 31.345% of $42.13	13	21		
Rental of Equipment 1 Ton Truck - 1 day @ $9.50 day	9	50	64	84

For further information, address Auditor of General and Station Accounts, U. P. R. R. Co., Omaha 2, Nebraska

RECEIVED
AUG 30 1962
FOR FILING
5718

August 29, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Dodson-Bonneville Section
Columbia River Highway

This will acknowledge receipt of your letter of August 23 concerning the scaling of the bluff south of the railroad section facilities at Bonneville. We have completed all work on this section involving blasting or any other operations which might further loosen the material in this bluff.

Since we have removed all material now loose, we consider that any further raveling or erosion on this bluff is a natural consequence of its exposure and not caused by our highway work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

bc Mr. Forrest Cooper
Mr. Tom Edwards (with copy of U.P. letter)
Mr. R. D. Morgan " " " "
Mr. I. A. DeFrance " " " "

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

NOTED
G. S. PAXSON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

AUGUST 23, 1962

(File Ref. D 315 - 2 - 88)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Dodson - Bonneville Section
Columbia River Highway

This is to advise that scaling work performed by State's Contractor, Gibbons & Reed, on bluff south of Railroad section facilities at Bonneville, Oregon, was completed in a satisfactory manner on AUGUST 13, 1962.

By the above statement, we do not intend in any respect to release the State from its obligation regarding the condition created by your highway grading and blasting operations on the above-captioned project.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
AUG 28 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 17 1962
FOR FILING

I 80-1(1)
5718

August 16, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 14, 1962, on Contract No. 5718, Dodson-Sunnyville Section, in Multnomah County, in connection with Federal-aid Project No. I-80N-2(19)33.

Please advise us, by letter, of the date on which this contract is accepted by the Bureau of Public Roads. If there are conditions which prevent your acceptance, please advise us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:lk

cc: K. S. Cox

RECEIVED
AUG 15 1962
FOR FILING

August 15, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Reference is made to your letter of July 31 concerning damage to your 6-inch water main at Mile Post 38.65 in Boonsville. We are informed that the damage to this pipeline is the responsibility of the contractor, Gibbons & Reed Company, who has offices at 6405 N. E. Glisan Street, Portland, Oregon. Please forward your bill for performing repairs to this pipeline directly to the contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

O. S. Paxson
Deputy State Highway Engineer

cc Gibbons & Reed

bc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan

FBK:bjh ms

FORM E-30 50M 6-61 35681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1962

SUBJECT: Dodson-Bonneville Section
Columbia River Highway
Contract No. 5718

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

On August 3 you acknowledged Mr. G. H. Baker's letter of July 31 concerning damage to a railroad 6" water main at M. P. 38.65. I enclose herewith a report on this matter from the Resident Engineer and Assistant Division Engineer assigned to this project. It is our belief that Mr. Baker should be advised to present his bill directly to the contractor and in this connection I enclose a suggested rough draft.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
enc.

RECEIVED
AUG 14 1962
OFFICE OF
STATE HIGHWAY ENGINEER

[OREGON] HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 10, 1962

SUBJECT: Dodson-Bonneville Section
Columbia River Highway
Contract No. 5728

To:
Mr. F. D. Morgan
Construction Engineer.
Salem, Oregon

Reference is made to the letter from G. H. Baker, Superintendent, Union Pacific Railroad, dated July 31, 1962 regarding damage to their 6-inch water line at M.P. 38.65.

Enclosed is a report in full by C. T. Keasey, Resident Engineer, describing the conditions under which this water line was broken and the method by which it was repaired. The report is inclusive of the circumstances and self-explanatory.

E. S. Hunter
Assistant Division Engineer

ESH:fb
Encl.
cc C. T. Keasey

CONSTRUCTION DIVISION
RECEIVED
AUG 13 1962
NOTED- CE ACE AGE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Troutdale, Oregon
August 9, 1962

SUBJECT: Dodson-Bonneville Section
Columbia River Highway
Contract #5718 Proj. 626-1048

To:

A. E. Johnson
Division Engr.

Att'n: E. S. Hunter, Ass't Div. Engr.

Reference is made to the letter from Mr. G. H. Baker, Superintendant, Union Pacific R.R. Co., dated 7-31-62, regarding damage to their 6-inch water line crossing the highway at approximately centerline Station L_e 1706+80.

This pipe line was broken July 26 in the northerly slope of the WD line at Bonneville, Station WD 1710 ±, during the contractors cut rounding operations with a D-8 tractor and Dozer. The pipe was buried deep enough that it should not have been disturbed, but the slope was undercut and the pipe therefore broken. This was on part of the relocated water line installed earlier in this contract.

The pipe was repaired entirely by the contractor at his own expense and I have no knowledge of any other damage or work performed by Railroad Co. personnel other than approximately 20 to 30 minutes required to bleed air from the line after repairs were completed. This work, the bleeding of the line, would have been done by the contractors personnel also, but the two railroad men apparently volunteered to do it. Any other time reported by them, other than the few minutes required to bleed the line, is, I believe, unjustified.

Since this damage was entirely the fault of the contractor, any bill received from the railroad company should be presented directly to the contractor for settlement.

C. T. Keasey
Resident Engineer

RECEIVED
SEP 10 1962
FOR FILING

5718

August 9, 1962

Gibbons & Reed Co.,
P. O. Box 4967
Portland 13
Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 9, 1962, discussed with the Engineer your request for an extension of time on contract 5718. You requested 15 additional workdays within which to complete the grading, structures on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, without assessment of liquidated damages.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted your request for 15 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: A. E. Johnson
C. T. Kenney
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Malsen

RECEIVED
AUG 9 1962
FOR FILING
5'118

August 8, 1962

Mr. A. W. Peterson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 20 covering scaling loose rocks from a rock cut on the Dodson-Somerville (Grading) Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal-Aid Project No. I-80N-2(19)33.

This work is necessary to protect railroad property and housing below the cut. Attached is a copy of Assistant Division Engineer E. S. Hunter's Memo to Files dated July 30, 1962, more fully explaining the problem.

The work was verbally approved by the BPR District Engineer and the Field authorized to proceed July 31, 1962. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By J AH

For L. H. Young
Office Engineer

DBP:bb

Enc.

RECEIVED
AUG 6 1962
FOR FILING

5718

August 3, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

This will acknowledge receipt of your letter of July 31 concerning damage to your pipe line at Bonneville on the Dodson-Bonneville Section.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
bc Mr. Forrest Cooper
Mr. F. D. Morgan (with copy of UP letter)
Mr. Al Johnson

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE
PORTLAND 17, OREGON

JULY 31, 1962

File Ref. No. D 315 - 2 - 88

U. S. CERTIFIED MAIL -
Return Receipts Requested

Mr. Forrest Cooper,
Oregon State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Dodson - Bonneville Section

This is to advise that on July 26, 1962 the Railroad's 6-inch water line at Mile Post 38.65, which serves our facilities at Bonneville, was damaged due to operations of Gibbons & Reed Company on the captioned project.

We expect to present a bill in connection with the damage when our costs have been determined.

Will you please acknowledge receipt of this letter?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

cc: Gibbons & Reed Company
825 West Ninth North
Salt Lake City, Utah

Continental Agency Company
320 East Fourth South
Salt Lake City, Utah

RECEIVED
AUG 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM
RECEIVED
COMMISSIONERS 1962
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
5718

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 2, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Damage to Tanner Creek Structure
Dodson-Bonneville Section
Columbia River Highway
Projects I-80N-2(19)33 and I-80N-2(22)33 5950
5718

Dear Mr. Parsons:

Attached are two copies of a letter of agreement between the grading contractor (Project I-80N-2(19)33) and the paving contractor (Project I-80N-2(22)33), which establishes a transfer of the obligation for patching the damage to the Tanner Creek Structure. This agreement has been approved by our Division Engineer and the Construction Engineer.

Your approval is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachments

cc: R. L. Porter

RECEIVED
AUG 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 1962
FOR FILING
5718

August 2, 1962

Mr. O. H. Baker, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Re: Dodson-Bonneville Section
Columbia River Highway
FA No. I-80N-2(19)33

On July 27, 1962, Mr. Keasey, Resident Engineer, and Mr. Hunter, Assistant Division Engineer, met with Mr. Frank Dennis and Mr. Miller of your organization on this project. This meeting was for the purpose of jointly inspecting areas in which the Union Pacific felt that the activities of our contractor had damaged slopes to such an extent as to cause a hazardous condition to exist.

We are informed that your men were dissatisfied with only one area. This was northerly of our Station LC 172+ immediately above some of your section houses. In keeping with our agreement, we have instructed our contractor to perform necessary sealing work in this area so that it will be in as good or better condition as it was prior to our activities. We believe that this work will fulfill all our obligations to the Union Pacific Railroad Company on this section with respect to clean-up work adjacent to your railroad facility.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

bc Mr. Forrest Cooper
Mr. F. L. Porter
Mr. F. D. Morgan
FBK:bjh ms

FORM E 30 80M 6-61 26081

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1962

SUBJECT: Dodson-Bonneville Section
Contract No. 5718

To: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

Enclosed find a copy of a Memo signed by Assistant Division Engineer Hunter, outlining the results of an inspection made with personnel of the Union Pacific Railroad Company. You will recall that during the progress of this job we made several inspections of the cut faces adjacent to the railroad facility and that we assured the Union Pacific Railroad that we would make a complete inspection in the company of their people after all the shooting work had been completed. The purpose of this inspection was to fulfill this obligation.

As stated, the only area that the railroad people felt constituted a hazard to their facility was on the north side of LC Station 1722. We have initiated an Extra Work Order instructing our contractor to perform all the scaling necessary to place the area in as good or better condition as it was prior to our activities.

It is felt that a formal record of this should be forwarded to the Union Pacific Railroad Company for their comments. A suggested rough draft is enclosed.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments

cc: R. L. Porter

RECEIVED
AUG 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

July 30, 1962

To: Memo to the File

SUBJECT: Joint Inspection with U.P.R.R. Personnel
Dodson Bonneville Section
Columbia River Highway
Multnomah County
Contract No. 5718

Friday afternoon, July 27, 1962, Mr. C. T. Keasey and myself met with Mr. Frank Dennis, inspector, and Mr. Miller, roadmaster of the U.P.R.R. Company. The meeting was for the purpose of jointly inspecting areas of complaint in regards to rolling rocks and other similar damage to U.P.R.R. facilities and right of way.

Mr. Dennis stated that all prior complaints regarding rocks and overhanging boulders, etc. had been taken care of by the contractor to his satisfaction. There is, however, one additional complaint involving the scaling of a small rock face and the combing of a dirt and rock slope, which are located on the northerly side of a rock point through which a highway cut was made. This cut is the first cut east of the gore point of the westbound off-ramp to the Bonneville Dam Reservation.

Since the railroad has requested that the small rock face and steep dirt and rock slope be combed, we have endeavored to determine just how much of the loose rock appearing on the slope and the face is the contractor's responsibility. This is almost impossible, in that obviously the slope and the small rock face have both weathered through the years and no doubt, in the past, loose rocks have rolled down into the yards of the railroad company buildings. This, however, does not alter the fact that the contractor, with his blasting, did loosen rocks which during the rainy season and during periods of freezing and thawing will probably come loose and roll down the slope toward the buildings. In view of the circumstances observed and of the existing agreement with U.P.R.R., there appears to be no alternative but to do the work they have requested. This then brings up a problem as to whether this is the contractor's responsibility or whether the Highway Department should pay for the cost of this work. In view of the difficulties involved in determining just how much loose rock was on the slopes prior to the blasting operations, it is recommended that an Extra Work Order be initiated to cover this work.

At the conclusion of today's meeting, Mr. Curt Baker, together with Mr. McKinney and the Attorney for the Cascade Locks City Light Company had occasion to stop and discuss another matter with Mr. Keasey. During this discussion, I pointed out to Mr. Baker the subject of the railroad's complaint and briefly explained the situation to him. If questions arise as to the nature of the materials on this hillside, Mr. Baker may be of some help.

E. S. HUNTER
Assistant Division Engineer

ESH:gp

cc: F. D. Morgan
C. T. Keasey

RECEIVED
AUG 3 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 2, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

Attention: Mr. M. E. Bousha

Gentlemen:

Emergency Aerial Cable Adjustment
Dodson-Bonneville Section
Columbia River Highway
Multnomah County
Project I-80N-2(19)33

Your estimate and sketch map for the adjustment of your aerial cable made necessary by the slide on this section has been approved by the State and the Bureau of Public Roads as submitted to the State on July 5, 1962.

You were authorized to proceed with this work on an emergency basis as of March 26, 1962. Reimbursement for work done subsequent to that date will be made in accordance with PPM 30-4 and all supplements thereto.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp

cc General Files
A. W. Parsons
C. H. Maison
L. H. Young
A. E. Johnson
C. T. Keasey
J. M. Cartwright

RECEIVED
AUG 3 1962
FOR FILING
5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1962

SUBJECT: Dodson-Bonneville Section
Contract No. 5718

TO: Mr. G. S. Paxson
Deputy State Highway Engineer

OFFICE

Enclosed find a copy of a Memo signed by Assistant Division Engineer Hunter, outlining the results of an inspection made with personnel of the Union Pacific Railroad Company. You will recall that during the progress of this job we made several inspections of the cut faces adjacent to the railroad facility and that we assured the Union Pacific Railroad that we would make a complete inspection in the company of their people after all the shooting work had been completed. The purpose of this inspection was to fulfill this obligation.

As stated, the only area that the railroad people felt constituted a hazard to their facility was on the north side of LC Station 1722. We have initiated an Extra Work Order instructing our contractor to perform all the scaling necessary to place the area in as good or better condition as it was prior to our activities.

It is felt that a formal record of this should be forwarded to the Union Pacific Railroad Company for their comments. A suggested rough draft is enclosed.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh
Attachments

cc: R. L. Porter

RECEIVED
AUG 2 1962
STATE HIGHWAY

RECEIVED
AUG 1 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 30, 1962

ATTENTION: Mr. L. H. Young, Office Engineer

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon
S 7.6

Oregon Project I-80N-2(19)33
Dodson-Bonneville Section
Utility Adjustment - Pacific Northwest Bell Telephone Co.

We hereby approve the extra work to be performed by the above Utility Company necessitated by a slide condition as evidenced by the exchange of correspondence between the State and Utility Company dated June 25, 1962 and July 5, 1962.

This work is considered to be a supplement to the work authorized in our letters of July 28, 1960 and December 27, 1960.

In accordance with our letter of May 29, 1962 you were verbally authorized to proceed with this emergency work as of March 26, 1962. Reimbursement will be in accordance with PPM 30-4.

RECEIVED
JUL 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Young has original
7-31-62

RECEIVED
JUL 23 1962
FOR FILING
5 71R

July 20, 1962

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 1
August 9, 1962 Meeting

The contractor, Gibbons & Reed Company, on the Dolson-Boonesville grading project in Multnomah County has requested an increase of 15 days, from 200 to 215, in which to complete work on the project. The reason cited by the contractor for this increase is that the general excavation, the major bid item, will overrun the bid amount by approximately 76,000 cubic yards.

Investigation indicates that this request has merit and I recommend that it have your approval. The matter has been approved by the Bureau of Public Roads.

This will be an agenda item for the August 9 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
G. S. Paxson
R. L. Porter
Victor D. Wolfe
F. D. Morgan

CHB:bjh hlb

OREGON STATE HIGHWAY COMMISSION

CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS TO COMPLETE CONSTRUCTION CONTRACT

Oregon State Highway Commission
Salem, Oregon

Date June 20, 1962

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 215 days, within which to complete our Contract No. 5718, without the assessment of liquidated damages. The said contract is described as follows:
Dodson-Bonneville, Section of the Columbia River Highway, Grading and Structures.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
Excavation quantities overrunning approximately 100,000 Cubic Yards, making necessary 15 days of additional time to complete the job.

Respectfully submitted,

GIBBONS AND REED CO.

Contractor

By A. V. Dodson

CONSENT OF SURETY

Date June 20, 1962

We, Continental Casualty Company

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. Robert Abney
Attorney-in-fact

John R. Kelly
Resident Agent

(SEAL)

RECEIVED
SEP 10 1962
FOR FILING

5718

OREGON STATE HIGHWAY COMMISSION

ENGINEERS RECOMMENDATION REGARDING
CONTRACTORS REQUEST
FOR
INCREASE IN NUMBER OF WORKDAYS
TO
COMPLETE CONSTRUCTION CONTRACT

#1

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5718 Contractor Gibbons & Redd Co.

Highway Columbia River

Section Dodson-Bonneville (Grading)

Kind of Work Grading, Structures & Rock Prod.

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Work under the contract has been increased for the following reasons:

1. The general excavation on the contract overrun the gross amount by approximately 80,000 cu.yd.

2. There are 19 approved orders for extra work on the project.

3. There are 8 approved price agreements on the project.

Recommended for Approval:

E. W. Schuette
Division Engineer

F. B. Klaboe
Construction Engineer or Bridge Engineer

R. H. Baldock
ASSISTANT State Highway Engineer

Contract No: 5718

Project designation I-80N-2(19)33
State-Federal

Date awarded June 7, 1960

Work started June 14, 1960

Per cent completed 97.3 (6-21-62)
Date

No. of Workdays Allowed 200

No. of Workdays Used 135 (6-21-62)

No. of Added Workdays Requested 15

Aug 9, 1962 approved for 15 days increase
Floyd Young

FORM CD-121
(9-22-59)

UNITED STATES G RNMENT

Memorandum

U.S. DE TMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 18, 1962

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(19)33
Dodson-Bonneville Section
Columbia River Highway

Reference is made to your letter dated July 17, 1962 recommending an extension of contract time of 15 days, subject project.

We concur in your recommendation.

RECEIVED
JUL 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. POTTER

July 17, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Request for Time Extension
Dedson-Bonneville Section
Columbia River Highway
Project I-308-2(19)33

Dear Sir:

We have received a request from Gibbons & Reed Co., contractor on this project, for 15 additional days under which to complete work on this project. This would increase the number of allowable workdays from 200 to 215.

The reason cited by the contractor as justification for this increase is that the general excavation on the project is going to overrun by a considerable amount. Our Monthly Project Cost Report indicates that an overrun of 76,300 cubic yards of excavation is expected.

The weekly reports submitted by our Resident Engineer were checked and the amount of material moved per day varies quite widely. The variation is from less than 1000 cubic yards to over 20,000 cubic yards, but an over-all average is about 4500 cubic yards. On this basis, the contractor should be allowed 17 additional days to complete the contract.

Another manner of computing the justifiable increase would be to use the money overrun amounts. The original bid items totaled $1,758,023. The present estimate of cost of work done by the contractor is $1,[illegible],995.40, which shows an overrun of 7.267 percent. Based on an original 200 days, the 7.267 percent would allow an additional 15 days.

It is therefore, recommended that the contractor be allowed the requested 15 days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

CHB:bjh:ajw

cc Forrest Cooper
F. D. Morgan

FORM E-30 SOM 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1962

SUBJECT: Request for Time Extension
Dodson-Bonneville Section
Columbia River Highway
Contract No. 5718

To: Mr. R. L. Porter
Assistant State Highway Engineer

OFFICE

Attached is a contractor's Request for Increase in Number of Workdays to Complete Construction Contract, submitted by Gibbons & Reed Co., contractor on this grading project. The contractor's claim that the excavation on this project is overrunning has been investigated and found to be essentially correct. The present estimate of quantity under General Excavation exceeds the bid item by 76,300 cubic yards, and force account work accounts for the remainder.

Daily production figures were checked, and there is a wide variation in daily production -- from a low of less than 1,000 cubic yards to slightly over 20,000 cubic yards. The average for the total project was computed at 4,500 cubic yards per day. With an overrun of 76,300 cubic yards at 4,500 cubic yards per day, the contractor would be entitled to 17 days.

Your approval of the increase as requested is recommended. Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

CHB:bjh
Attachments

cc: A. E. Johnson

RECEIVED
JUL 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

OVER
EVEN
UNDER

Form S-[illegible]

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT

Section: Dodson-Bonneville | County: Multnomah | Workday's Spec
Kind of work: Grading, Structures (3), Rock Prod. | Highway: Columbia River
Contractor: Gibbons & Reed Co. | Date of award: 6-7-60 | Estimated date of co

Sheet No. 1 of 17 Items ROADWORK	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Da Quantity	Amo
1. Clearing and Grubbing	Lump Sum		All Spec.	$ 47,774 00	— All	47,774 -	100 %	47,7
2. Removal of Curbs	lin.ft.	$ 0 60	600	186 00	292 (308)	175 20 (10.80)	292	17
3. Removal of Wall	cu.yd.	50 00	15	750 00	24.842 (9.842)	4,242 10 (412 10)	24.842	4,24
4. Drainage Excavation, Unclassified	cu.yd.	3.25	6,100	19,825 00	7,900 (1,800)	25,675 - (5,850 -)	7,777	25,2
5. Structural Excavation For Wall, Unclassified	cu.yd.	11 50	160	1,840 00	— 160	1,840 -	157	1,6
6. General Excavation, Unclassified	cu.yd.	0 75	1,156,700	867,525 00	1,233,000 (74,300)	924,750 - (57,225 -)	1,233,000	924,7
7. Short Overhaul	yd.sta.	0 006	3,043,500	30,261 00	5,284,000 (241,000)	31,704 - (1443 -)	5,284,000	31,7
8. Long Overhaul	yd.sta.	0 30	218,600	65,580 00	236,900 (18,300)	71,070 - (5490 -)	236,900	71,0
9. Finishing Roadbed and Slopes	mile	1,600 00	4.73	7,568 00	— 4.73	7,568 -		
10. Rounding Cutbanks	lin.ft.	0 25	17,800	4,450 00	— 17,800	4,450 -	6,000	4,5
11. 12-inch Corrugated Metal Pipe	lin.ft.	3 25	40	130 00	66 (26)	214 50 (84 50)	66	2
12. 18-inch Corrugated Metal Pipe	lin.ft.	4 60	720	3,312 00	772 (52)	3,551 20 (241 20)	772	3,5
13. 18-inch Corrugated Metal Pipe, 14 Gage	lin.ft.	5 30	200	1,060 00	182 (18)	964 60 (95 40)	182	96
14. 24-inch Corrugated Metal Pipe	lin.ft.	7 10	700	4,970 00	— 700	4,970 -	655	4,6
15. 36-inch Corrugated Metal Pipe, 8 Gage	lin.ft.	18 50	160	2,960 00	152 (8)	2,812 - (148 -)	152	2,8
Sub Total				$1,058,191 00		1,128,760 60		1,117,9

Instructions: If an increase in contracting authorization has been approved by the Commission since the estimate of the approved authorization was corrected to date, correct the amount of the approved authorization for completed work to agree with the amount of increase in contract authorization and enter the corrected amount in column (a). No additional estimates will be based on any estimate shown on this form.

(a)

(b)

OVER
EVEN
UNDER

ATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

County: Multnomah
od. Highway: Columbia River
Date of award: 6-7-60
Working Days Specified: June 5, 1962 Estimate No. 24
200 Used: 177 Contract No. 5718
Estimated date of completion: July 31, 1962 Job prefix 626-10&8

Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
All Spec.	$ 47,774 00	— All	47,774 -	100 %	47,774 -				
600	186 00	308 292	10.50 175 20	292	175 20			292	175 20
15	750 00	24.842	4,242 10	24,842	4,242 10				
6,100	19,825 00	7,900	25,625 -	7,777	25,275 25	123	399 75	695	2,258 75
160	1,840 00	160	4,840 -	157	4,[illegible] -	3	34 50		
				17 days @ 4500 ea/day					
156,700	867.525 00	1,233,000	924,750 -	1,233,000	924,750 -			2,000	1,500 0
043,500	30,261 00	5,284,000	31,704 -	5,284,000	31,704 -			11,752	70 5
218,600	65,580 00	236,900	71,070 -	236,900	71,070 -			952	285 6
4.73	7,568 00	4.73	7,568 -			4.73	7,568 -		
17,800	4,450 00	17,800	4,450 -	6,000	4,500 -	11,800	2,950 -		
40	130 00	66	214 50	66	214 50				
720	3,312 00	772	3,551 20	772	3,551 20			82	377 2
200	1,060 00	182	964 60	182	964 60				
700	4,970 00	700	4,970 -	655	4,650 50	45	319 50		
160	2,960 00	152	2,812 -	152	2,812 -				
	$1,058,191 00		1,128,760 60		1,117,488 85		11,271 75		4,667 26
(a)		(b)							

Engineer in Charge

Form S-[illegible]

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT C

Section: Dodson-Bonneville
Kind of work: Grading, Structures (3), Rock Prod.
Contractor: Gibbons & Reed Co.
County: Multnomah
Highway: Columbia River
Date of award: 6-7-60
Work done to [illegible] Specifi
Estimated date of compl

Item	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount
Sheet No. 2 of 67								
Subtotal Brought Forward				$1,058,191 00		1,128,760 60		1,117,488
16. 48-inch Corrugated Metal Pipe	lin.ft.	$18 80	70	1,316 00	337 (267)	6,335 60 (5,019 60)	337	6,335
17. 60-inch Corrugated Metal Pipe, 8 Gage	lin.ft.	35 00	140	4,900 00	140	4,900 -	140	4,900
18. 24-inch Half Circle Corrugated Metal Pipe	lin.ft.	4 70	60	282 00	NONE (60)	(282) -		
19. 29-inch Arch Type Corrugated Metal Pipe	lin.ft.	7 80	60	468 00	NONE (60)	(468) -		
20. 12-inch Concrete Pipe	lin.ft.	3 60	1,100	3,960 00	1,100	3,960 -	885	3,186
21. 18-inch Concrete Pipe	lin.ft.	4 50	1,060	4,770 00	1,060	4,770 -	489	2,200
22. 24-inch Concrete Pipe	lin.ft.	5 75	340	1,955 00	340	1,955 -	285	1,638
23. 30-inch Concrete Pipe	lin.ft.	7 00	44	308 00	91 (47)	637 - (329)	91	637
24. 36-inch Concrete Pipe	lin.ft.	11 40	720	8,208 00	720	8,208 -	399	4,548
25. 48-inch Concrete Pipe	lin.ft.	15 60	280	4,368 00	NONE (280)	-		
26. Extra For Pipe Under Pavement	lin.ft.	4 70	100	470 00	226.5 (151)	4,064 55 (594 55)	226.5	4,064
27. 6-inch Perforated Metal Drain Pipe, Unctd.	lin.ft.	1 30	1,800	2,340 00	1,800	2,340 -	1,664	2,163
28. 12-inch Perforated Metal Drain Pipe, Uncoated	lin.ft.	2 65	480	1,272 00	677 (147)	1,794 05 (372 05)	677	1,794
29. Special Backfill in Drains	lin.ft.	7 40	420	3,108 00	500 (80)	3,700 - (592 -)	480	3,552
30. 12-inch Culvert End Sections	each	35 00	4	140 00	4	140 -	2	70
31. 18-inch Culvert End Sections	each	50 00	10	500 00	10	500 -	6	300
Sub Totals				$1,096,556 00		1,169,064 80		1,149,87
				(a)		(b)		

Instructions: If an increase in contracting authorization has been approved by the Highway Commission since the approval of the original authorization for construction in space 7 on the right is the approved authorization as last corrected to date; otherwise the amount of the original authorization for construction. Enter in space 8 the amount of the approved authorization for completion as last corrected to date. Enter in space 9 the amount of the estimate shown on this form. Enter in space 10 the amount of progress to date as shown by the last finished estimate on file in the Commission shown on this form.

STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

Prod. County: Multnomah | Highway: Columbia River | Date of award: 6-7-60

Working days: Specified: June 5, 1962 | Used: 177 | Estimated date of completion: July 31, 1962

Estimate No. 24 | Contract No. 5718 | Job prefix 626-1048

Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	$1,058,191 00		1,128,760 60		1,117,488 85		11,271 75		4,667 26
70	1,316 00	337	6,335 60	337	6,335 60				
140	4,900 00	140	4,900 -	140	4,900 -				
60	282 00	NONE							
60	468 00	NONE							
1,100	3,960 00	1,100	3,960 -	885	3,186 -	215	774 -	759	2,732 40
1,060	4,770 00	1,060	4,770 -	489	2,200 50	571	2,569 50	78	351 00
340	1,955 00	340	1,955 -	285	1,638 75	55	316 25		
44	308 00	91	637 -	91	637 -				
720	8,208 00	720	8,208 -	399	4,548 60	321	3,659 40	120	1,368 00
280	4,368 00	NONE							
100	470 00	226.5	1,064 55	226.5	1,064 55				
1,800	2,340 00	1,800	2,340 -	1,664	2,163 20	136	176 80	848	1,102 40
480	1,272 00	677	1,794 05	677	1,794 05				
420	3,108 00	500	3,700 -	480	3,552 -	20	148 -	159	1,176 60
4	140 00	4	140 -	2	70 -	2	70 -		
10	500 00	10	500 -	6	300 -	4	200 -	2	100 00
	$1,096,556 00		1,162,064 80		1,149,879 10		18,185 70		11,497 66

(a)

(b)

Engineer in Charge

Form 734-2000

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT

Section: Bodson-Bonneville | County: Multnomah | Work done to: Monday's Speci
Kind of work: Grading, Structures (3), Rock Prod. | Highway: Columbia River
Contractor: Gibbons & Reed Co. | Date of award: 6-7-60 | Estimated date of com

Sheet No. 3 of 6

Item	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount
Subtotal Brought Forward				$1,096,556 00		1,162,064 80		1,149,87
12. 24-inch Culvert End Sections	each	$72 00	4	288 00	— 4	288 —	4	28
13. Salvaging Culvert Pipe	lin.ft.	3 60	290	1,044 00	412 122	1,483 20	412	1,48
14. Class "A" Conc. in Box Culv.	lin.ft.	93 00	380	35,340 00	322 58	29,946 —	322	29,94
15. Reinforcing Bars in Box	lbs.	0 13	51,000	6,630 00	49,344	6,414 72	49,344	6,41
16. Class "A" Concrete in Walls	cu.yd.	72 00	50	3,600 00	40	2,880 —	38	2,73
17. Metal Reinforcement in Walls	lbs.	0 13	5,200	676 00	4,500	585 —	4,200	54
18. Concrete Inlets, Type "D"	each	100 00	8	800 00	— 8	800 —	3	30
19. Concrete Inlets, Type "G"	each	105 00	2	210 00	— 2	210 —	1	10
20. Concrete Manholes	each	370 00	4	1,480 00	— 4	1,480 —	3	1,11
21. Metal Guard Rail	lin.ft.	2 80	270	750 00	252 18	705 60	252	705
22. Salvage and Reinstall Guard Rail	lin.ft.	1 60	270	432 00	252 18	403 20		
23. Type 2 Barricade	lin.ft.	3 90	630	2,457 00	566.5	2,209 35	566.5	2,20
24. Guard Rail - Salvage Barricade	lin.ft.	1 40	630	882 00	566.5	793 10	566.5	79
25. 6-inch Coated Steel Pipe, 12 Gage	lin.ft.	4 40	550	2,420 00	512	2,252 80	512	2,25
26. Salvage 6-inch Water Valve	each	60 00	1	60 00	— 1	60 —		
27. 8-inch Water Pipe Relocation	Lump Sum		All Spec.	3,700 00	— All	3,700 —	100 %	3,70
28. Type 1 Fence	rod	6 00	880	5,280 00	— 880	5,280 —		
29. 12' x 48" Metal Gates	each	60 00	2	120 00	— 2	120 —		
Sub Totals				$1,162,731 00		1,228,675 77		1,202,86

Instructions: If an increase in construction authorization has been approved by the Highway Commission, show the amount of the approved authorization for contributing to agency "a" in the right. If the "estimate revised to date" exceeds the amount of the approved authorization for operation show the pro rated of expense in agency "b".
Do not include "contingencies" on items of amounts shown on this form.

(a)	(b)

HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

County: Multnomah | Work time to June 5, 1962 | Estimate No. 24
Highway: Columbia River | Workdays Specified: 200 Used: 127 | Contract No. 5716
Date of award: 6-7-60 | Estimated date of completion: July 31, 1962 | Job prefix: 626-1048

Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
Qty	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	$1,096,556 00		1,162,064 80		1,149,879 10		19,185 70		11,477 66
4	288 00	4	288 -	4	288 -			2	144 00
290	1,044 00	412	1,483 20	412	1,483 20			16	57 60
380	35,340 00	322	29,946 -	322	29,946 -				
000	6,630 00	49,344	6,414 72	49,344	6,414 72				
50	3,600 00	40	2,880 -	38	2,736 -	2	144 -		
200	676 00	4,500	585 -	4,200	546 -	300	39 -		
8	800 00	8	800 -	3	300 -	5	500 -		
2	210 00	2	210 -	1	105 -	1	105 -	1	105 00
4	1,480 00	4	1,480 -	3	1,110 -	1	370 -		
270	750 00	252	705 60	252	705 60				
270	432 00	252	403 20			252	403 20		
630	2,457 00	566.5	2,209 35	566.5	2,209 35				
630	882 00	566.5	793 10	566.5	793 10				
550	2,420 00	512	2,252 80	512	2,252 80				
1	60 00	1	60 -			1	60 -		
Spec.	3,700 00	All	3,700 -	100%	3,700 -				
880	5,280 00	880	5,280 -			880	5,280 -		
2	120 00	2	120 -			2	120 -		
	$1,162,731 00		1,228,675 77		1,202,468 87		26,206 90		11,804 26

(a) (b)

Engineer in Charge

Form B-000-0000

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT C

Section: Dodson-Bonneville | County: Multnomah | Work done to: Monthly Specim
Kind of work: Grading, Structures (3), Rock Prod. | Highway: Columbia River | Estimated date of comple
Contractor: Gibbons & Reed Co. | Date of award: 6-7-60

Sheet No. 4 of 7

Item	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount
Subtotal Brought Forward				$1,162,731 00		1,228,675 77		1,202,468
50. Footpath	sta.	$165 00	20	3,300 00	20	3,300 -	17	2,805
51. Pipe Handrail	lin.ft.	8 15	220	1,793 00	220 NONE	1793 -		
52. Coarse Crushed Material in Base	cu.yd.	2 50	7,700	19,250 00	5,500 (2200)	13,750 (5500) -	5,131	12,827
53. 3/4" - 0 Material in Base	cu.yd.	2 80	1,130	3,164 00	830 (300)	2,324 (840) -	730	2,044
54. Sprinkling	M-gal.	2 00	1,380	2,760 00	1,028 (372)	2,056 (744) -	948	1,896
55. Furnishing and Placing Aggregates	cu.yd.	5 50	220	1,210 00	135 (97)	742 50 (535 50)	135	742
56. 120-150 Asphalt	ton	45 00	22	990 00	11.32	509 40	11.32	509
57. Class "B" Asphaltic Concrete	ton	10 00	600	6,000 00	596.28 (217)	5,962 80 (2170)	596.28	5,962
58. 1/2" - 1/4" Crushed Material in Stockpile	cu.yd.	3 00	5,000	15,000 00	4,132.9 (82.1.1)	12,398 70	4,132.9	12,398
59. 1/4" - 0 Crushed Material in Stockpile	cu.yd.	3 00	2,500	7,500 00	2,199.1	6,597 30	2,199.1	6,597
60. 1/4" - #10 Crushed Material in Stockpile	cu.yd.	3 00	2,500	7,500 00	2,077.4	6,232 20	2,077.4	6,232
61. Construct Power Line, Unit 1	Lump Sum		All Spec.	8,400 00	All	8,400 -	100%	8,400
62. Construct Power Line, Unit 2	Lump Sum		All Spec.	5,600 00	All	5,600 -	100%	5,600
Sub Totals				$1,245,198 00		1,296,548 67		1,268,484

Instructions: If an increase in contracting authorization has been approved by the Highway Commission show the amount of the increased authorization for construction in space "a" to the right. If the "estimate corrected to date" exceeds the amount of the approved authorization for construction show the net cost of progress in space "b". Do not include "materials on hand" in any amounts shown on this form.

(a)

(b)

E HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

County: Multnomah | Bidding is Verbally Specified: June 5, 1962 | Estimate No. 24
Highway: Columbia River | 200 Used: 177 | Contract No. 5718
Date of award: 6-7-60 | Estimated date of completion: July 31, 1962 | Job prefix: 626-1048

Original Authorization			Estimate Corrected to Date			Performed to Date			To Complete Project			Performed Since Last Estimate		
Quantity	Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount		Quantity	Amount	
	$1,162,731	00		1,228,615	77		1,202,468	87		26,206	90		11,804	26
20	3,300	00	20	3,300	-	17	2,805	-	3	495	-			
220	1,793	00	220 NONE	1793	-									
7,700	19,250	00	5,500	13,750	-	5,131	12,827	50	369	922	50	30	75	00
1,130	3,164	00	830	2,324	-	730	2,044	-	100	280	-			
1,380	2,760	00	1,028	2,056	-	948	1,896	-	80	160	-			
220	1,210	00	135	742	50	135	742	50						
22	990	00	11.32	509	40	11.32	509	40						
600	6,000	00	596.28	5,962	80	596.28	5,962	80						
5,000	15,000	00	4,132.9	12,398	70	4,132.9	12,398	70						
2,500	7,500	00	2,199.1	6,597	30	2,199.1	6,597	30						
2,500	7,500	00	2,077.4	6,232	20	2,077.4	6,232	20						
1 Spec.	8,400	00	All	8,400	-	100%	8,400	-						
1 Spec.	5,600	00	All	5,600	-	100%	5,600	-						
	$1,245,198	00		1,296,548	67		1,268,484	27		28,064	40		11,879	26

(a) (b)

Engineer in Charge

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJEC

Section Dodson-Bonneville — County Multnomah
Kind of work Grading, Structures (3), Rock Prod. — Highway Columbia River
Contractor Gibbons & Reed Co. — Date of award 6-7-60

Sheet No. 5 of 7	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Completed to Date Quantity	Estimate Completed to Date Amount	Performed to D Quantity	Performed to D Amount
Subtotal Brought Forward				$1,245,198 00		1,296,548 67		1,248,
63. Construct Power Line, Unit 3	Lump Sum		All Spec.	5,800 00	All	5,800 -	All	5,
64. Construct Power Line, Unit 4	Lump Sum		All Spec.	4,200 00	All	4,200	100%	4,
STRUCTURES								
Shoring, Cribbing, Etc.	Lump Sum		All Spec.	8,000 00	All	8,000 -	100%	8,0
66. Structural Excavation	cu.yd.	$3 40	4,970	16,898 00	4,880	16,592 -	4,800	16,
67. Structural Excavation, Below Elevations Shown	cu.yd.	9 00	175	1,575 00	45	405 -	40	
68. Class "A" Concrete	Lump Sum		All Spec.	232,000 00	All	232,000 -	99%	229,
69. Metal Reinforcement	Lump Sum		All Spec.	72,800 00	All	72,800 -	100%	72,
70. Structural Steel	Lump Sum		All Spec.	89,000 00	All	89,000 -	100%	89,
71. 46' Prestressed Beams	each	680 00	42	28,560 00	42	28,560 -	42	28,
72. 60' Prestressed Beams	each	1,100 00	5	5,500 00	5	5,500 -	5	5,
73. 63' Prestressed Beams	each	1,200 00	5	6,000 00	5	6,000 -	5	6,
74. 72' Prestressed Beams	each	1,400 00	15	21,000 00	15	21,000 -	15	21,
75. Metal Parapet Rail	lin.ft.	4 00	920	3,680 00	920	3,680 -	911	3,
76. Steel Handrail	lin.ft.	13 00	780	10,140 00	780	10,140 -	776	10,
77. Concrete Slab Riprap	sq.yd.	8 10	870	7,047 00	870	7,047 -	816	6,
78. 8-inch Metal Drain Pipe	lin.ft.	2 50	250	625 00	250	625 -	54.5	
(Subtotal, Contract Bid Items)				$1,758,023 00		1,807,897 67		1,776,
Flagging E.W.O. #1				2,500 00		25,000 —		23,
*3 Seeding and Mulching (224)(238)				7,400 00		7,400 -		
Sub Total				$1,767,923 00		1,840,297 67		1,799,

Instructions: If an increase in contracting authorization has been approved by the Highway Commission since the execution of the original authorization for construction, in space "A" to the right of the "Authorization" entered to date" encircle the amount of the approved authorization for construction above the grand total of engineer's quantities and amounts. Enter the grand total of engineer's quantities and amounts performed on lines in any increased items on this form.

(a)

(b)

E HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

County: Multnomah
Highway: Columbia River
Date of award: 6-7-62
Work time to: June 5, 1962
Working days Specified: 200 Used: 177
Estimated date of completion: July 31, 1962
Estimate No. 24
Contract No. 5718
Job number: 626-1048

Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	$1,245,198 00		1,296,548 67		1,268,484 27		28,064 40		11,879 2
1 Spec.	5,800 00	All	5,800 -	All	5,800 -				
1 Spec.	4,200 00	All	4,200	100%	4,200 -				
1 Spec.	8,000 00	All	8,000 -	100%	8,000 -				
4,970	16,898 00	4,880	16,592 -	4,800	16,320 -	80	272 -		
175	1,575 00	130 45	405 -	40	360 -	5	45 -		
1 Spec.	232,000 00	All	232,000 -	99%	229,680 -	1%	2,320 -		
1 Spec.	72,800 00	All	72,800 -	100%	72,800 -				
1 Spec.	89,000 00	All	89,000 -	100%	89,000 -				
42	28,560 00	42	28,560 -	42	28,560 -				
5	5,500 00	5	5,500 -	5	5,500 -				
5	6,000 00	5	6,000 -	5	6,000 -				
15	21,000 00	15	21,000 -	15	21,000 -				
920	3,680 00	920	3,680 -	911	3,644 -	9	36 -		
780	10,140 00	780	10,140 -	776	10,088 -	4	52 -		
870	7,047 00	870	7,047 -	816	6,609 00	54	437 40	472	3,823 2
250	625 00	250	625 -	54.5	136 25	195.5	488 75	54.5	136 2
	$1,758,023 00		1,801,897 67		1,776,182 12		31,715 53		15,838 7
	2,500 00		25,000 -		23,604 09		1,395 91		
	7,400 00		7,400 -				7,400 -		
	$1,767,923 00		1,840,297 67		1,799,786 21		40,511 46		15,838 7

(a)

(b)

Engineer in Charge

Form B-[illegible]

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT

Section: Dodson-Bonneville | County: Multnomah | Work done to: [illegible] Workdays Speci
Kind of work: Grading, Structures (3), Rock Prod. | Highway: Columbia River
Contractor: Gibbons & Read Co. | Date of award: 6-7-60 | Estimated date of com

Sheet No. 6 of Sheets 7	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount
Subtotal Brought Forward				$1,767,923 00		1,840,297 67		1,799,78
Signing E.W.O.#2				2,000 00		2,000 —		1,64
Adjust Water Lines E.W.O.#5				2,000 00		5,200 —		5,0
Relocate PT & T Co. S.F.O.#4								
Underground Cable (285)				17,500 00		27,802 56		27,80
S[illegible]e Removal and								
Correction see Page 7				~~25,000 00~~				
Const. Service Road								
(Power Line) E.W.O.#4				6,200 00		6,200 —		2,73
Felling Danger Trees E.W.O.#3								
(Power Line) (Unit II)				1,000 00		1,835 81		1,8
Move Stockpile Materials See Below				~~5,600 00~~				
Move Mail Boxes				50 00		None		
Contingencies				82,227 29		—		—
Engineering				146,181 84		146,181 84		128,6
P.A.#2 Move Stockpile Material (1)	C.Y.	85		5,600 —	1,666	1,416 10	1,666	1,4
(2)	C.Y.	50			2,198.1	1,099 05	2,198.1	1,0
P.A.#3 Pave Bridge Approaches	Ton	10 25			85.990	881 40	85.990	8
P.A.#5 Const. Spec. M. H. & Base	Lump	Sum			All	1,850 —	95%	1,7
P.A.#6 Inst. Power P. in Waste Area	Lump	Sum			All	400 —	100%	4
E.W.O.#6 Additional Clearing						2,960 28		2,9
E.W.O.#7 Guy & Anchor 2 Power Poles						96 33		
E.W.O.#8 Reconn. Elect. Service						23 91		2
Credit for Maintenance rock				30,000 00		-27,743 35		-27,7
Auth. for Constr.				$2,025,682 13		2,010,709 60		1,948,6

Instructions: If an increase in construction authorization has been approved by the Highway Commission since the estimate of the approved authorization for construction in column "a" to the right, is the estimate covered by this estimate the estimate of the approved authorization for construction? If not, show the part of increase in each "Unit" for which estimate is made in any estimate shown on this form.

(a) | (b)

HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

County Multnomah | Work done to June 5, 1962 | Estimate No. 24
Highway Columbia River | Working Days Specified: 200 Used : 177 | Contract No. 5718
Date of award 6-7-60 | Estimated date of completion July 31, 1962 | Job prefix 626-1048

Original Authorization		Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
Qty	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	$1,767,923 00		1,840,297 67		1,799,786 21		40,511 46		15,838 71
	2,000 00		2,000 —		1,641 95		358 05		
	2,000 00		5,200 —		5,019 37		180 63		
	17,500 00		27,802 56		27,802 56				
	~~25,000 00~~								
	6,200 00		6,200 —		2,739 36		3,460 64		
	1,000 00		1,835 81		1,835 81				
	~~5,600 00~~								
	50 00		None						
	82,227 29		—		—		—		
	146,181 84		146,181 84		128,678 87		17,502 97		
	5,600 —	1,666	1,416 10	1,666	1,416 10				
		2,198.1	1,099 05	2,198.1	1,099 05				
		85.990	881 40	85.990	881 40				
		All	1,850 —	95%	1,757 50	5%	92 50		
		All	400 —	100%	400 —				
			2,960 28		2,960 28				
			96 33		96 33				
			231 91		231 91				
	30,000 00		-27,743 35		-27,743 35				
	$2,025,682 13		2,010,709 60		1,948,603 35		62,106 25		15,838 71

(a)

(b)

Engineer in Charge

OREGON STATE HIGHWAY DEPARTMENT—MONTHLY PROJECT

Section Dodson - Bonneville | County Multnomah | Work done to
Kind of work Grading, Structures (3), Rock Prod. | Highway Columbia River | Work Days: specified
Contractor Gibbons & Read Co. | Date of award 6-7-60 | Estimated date of completion

Item Sheet 7 of 7	Unit	Unit Price	Original Authorization Quantity	Original Authorization Amount	Estimate Corrected to Date Quantity	Estimate Corrected to Date Amount	Performed to Date Quantity	Performed to Date Amount
Totals, Brought Forward				2,025,682 13		2,010,709 60		1,949,67
#3 Exc. & Salv. Petrified Tree						400 —		3
#10 Reinst. Salv. 6" water Valve						200 —		
#11 Inst. 8" CMP to drain slide area						2,608 36		2,6
#12 Extra Clearing & Grubbing						2,400 —		1,9
#13 Remove Danger Trees						5,000 —		4,8
#14 Const. Ditch on R.R. R/W						175 —		1
#15 Resloping with Dozer			Slide Removal & correction			2,500 —		2,1
#18 Backfill Washout, Inst. Pipe						17,500 —		17,1
#19 Const. Dozer Rd. for Drilling						500 —		
#16 Remove Rock Slab over R.R.						508 39		5
#17 Inst. P. Pole stub in waste area						135 10		1
#1 Purchase 2 trees from U.S.F.S. (279)						27 10		2
#5 Toothrock Tunnel Lighting (279)						524 19		5
#6 R.R. Prot. & Flagging (284)						350 —		3
7 " " " " (284)						16,500 —		9,7
R.R. Flagging (Contr's. Share) (202)								
9 Inst. Horiz. Drains in Slide Area (234)			Slide Rem. & Corr.			8,200 —		
						29,555 61		
Totals				2035,682 13		2,055,237 74		1,980,4

(a)

(b) 1.46

HIGHWAY DEPARTMENT—MONTHLY PROJECT COST REPORT

County Multnomah — Work done to June 5, 1962 — Estimate No. 24
Highway Columbia River — Work Days: specified 200 used 177 — Contract No. 5718
Date of award 6-7-60 — Estimated date of completion July 31, 1962 — Job profit [illegible]

Final Authorization			Estimate Corrected to Date		Performed to Date		To Complete Project		Performed Since Last Estimate	
ity	Amount		Quantity	Amount	Quantity	Amount	Quantity	Amount	Quantity	Amount
	2,025,682 13			2,010,709 60		1,948,603 35		62,106 25		15,838 71
				400 —		343 53		56 47		
				200 —				200 —		
				2,608 36		2,608 36				
				2,400 —		1,974 73		425 27		
				5,000 —		4,810 13		189 87		
				175 —		135 42		39 58		
Removal &				2,500 —		2,192 40		307 60		
orrection				17,500 —		17,111 57		388 43		
				500 —				500 —		
				508 39		508 39				
				135 10		135 10				
				27 10		27 10				
				524 19		524 19				
				350 —		310 —		40 —		
				16,500 —		2,709 98		6,790 02		
Rem. & Corr.				8,200 —				8,200 —		
				29,555 61						
	2,025,682 13			2,055,237 74		1,980,488 05		74,749 71		15,838 71

(a)

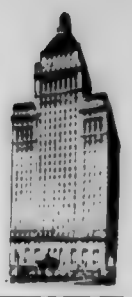
(b) 1.46

Engineer in Charge

CONTINENTAL CASUALTY COMPANY

Chicago, Illinois

AN ILLINOIS CORPORATION



Power of Attorney Appointing Individual Attorney-in-Fact.

Know All Men by these Presents, That CONTINENTAL CASUALTY COMPANY, a corporation duly organized and existing under the laws of the State of Illinois, and having its principal office in the City of Chicago, and State of Illinois, does hereby make, constitute and appoint..... RICHARD W. SINGLETERRY and J. ROBERT VENIG .....

..... PORTLAND, OREGON, each in his individual capacity. .....

of .....

its true and lawful Attorney-in-Fact with full power and authority hereby conferred to sign, seal and execute in its behalf bonds, undertakings and other obligatory instruments of similar nature as follows:

WITHOUT LIMITATIONS .....

.....

.....

and to bind CONTINENTAL CASUALTY COMPANY thereby as fully and to the same extent as if such instruments were signed by the duly authorized officers of CONTINENTAL CASUALTY COMPANY and all the acts of said Attorney, pursuant to the authority hereby given are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company.

"Article IX—Execution of Documents

Section 3. Appointment of Attorney-in-fact. The President or a Vice President may, from time to time, appoint by written certificates attorneys-in-fact to act in behalf of the Company in the execution of policies of insurance, bonds, undertakings and other obligatory instruments of like nature. Such attorneys-in-fact, subject to the limitations set forth in their respective certificates of authority shall have full power to bind the Company by their signature and execution of any such instruments and to attach the seal of the Company thereto. The President or any Vice President or the Board of Directors may at any time revoke all power and authority previously given to any attorney-in-fact."

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company at a meeting duly called and held on the 3rd day of April, 1957.

"Resolved, that the signature of the President or a Vice President and the seal of the Company may be affixed by facsimile on any power of attorney granted pursuant to Section 3 of Article IX of the By-Laws, and the signature of the Secretary or an Assistant Secretary and the seal of the Company may be affixed by facsimile to any certificate of any such power and any such power or certificate bearing such facsimile signature and seal shall be valid and binding on the Company. Any such power so executed and sealed and certified by certificate so executed and sealed shall, with respect to any bond or undertaking to which it is attached, continue to be valid and binding on the Company."

In Witness Whereof, CONTINENTAL CASUALTY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed this.....18th.....day of January, 19.62.

CONTINENTAL CASUALTY COMPANY

CONTINENTAL CASUALTY COMPANY 1897 CORPORATE SEAL

Robert T. Schaller

Vice President.

STATE OF ILLINOIS }
COUNTY OF COOK } ss

On this.....18th.....day of...January.....19.62., before me personally came ROBERT T. SCHALLER to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Chicago, State of Illinois; that he is a Vice-President of CONTINENTAL CASUALTY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

L. BENAK NOTARY PUBLIC COOK COUNTY ILL.

L. Benak

Notary Public.

My Commission Expires June 17, 1963

CERTIFICATE

I, R. J. WALKER, Assistant Secretary of CONTINENTAL CASUALTY COMPANY, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that Section 3 of Article IX of the By-Laws of the Company and the Resolution of the Board of Directors, set forth in said Power of Attorney are still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said

AN ILLINOIS CORPORATION

Power of Attorney Appointing Individual Attorney-in-Fact.

Know All Men by these Presents, That CONTINENTAL CASUALTY COMPANY, a corporation duly organized and existing under the laws of the State of Illinois, and having its principal office in the City of Chicago, and State of Illinois, does hereby make, constitute and appoint.....
RICHARD W. SINGLETERRY and J. ROBERT WENIG
.....
.....
of PORTLAND, OREGON, each in his individual capacity.....
its true and lawful Attorney-in-Fact with full power and authority hereby conferred to sign, seal and execute in its behalf bonds, undertakings and other obligatory instruments of similar nature as follows:
WITHOUT LIMITATIONS
.....
.....
.....
and to bind CONTINENTAL CASUALTY COMPANY thereby as fully and to the same extent as if such instruments were signed by the duly authorized officers of CONTINENTAL CASUALTY COMPANY and all the acts of said Attorney, pursuant to the authority hereby given are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the following By-Law duly adopted by the Board of Directors of the Company.

"Article IX—Execution of Documents

Section 3. Appointment of Attorney-in-fact. The President or a Vice President may, from time to time, appoint by written certificates attorneys-in-fact to act in behalf of the Company in the execution of policies of insurance, bonds, undertakings and other obligatory instruments of like nature. Such attorneys-in-fact, subject to the limitations set forth in their respective certificates of authority shall have full power to bind the Company by their signature and execution of any such instruments and to attach the seal of the Company thereto. The President or any Vice President or the Board of Directors may at any time revoke all power and authority previously given to any attorney-in-fact."

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company at a meeting duly called and held on the 3rd day of April, 1957.

"RESOLVED, that the signature of the President or a Vice President and the seal of the Company may be affixed by facsimile on any power of attorney granted pursuant to Section 3 of Article IX of the By-Laws, and the signature of the Secretary or an Assistant Secretary and the seal of the Company may be affixed by facsimile to any certificate of any such power and any such power or certificate bearing such facsimile signature and seal shall be valid and binding on the Company. Any such power so executed and sealed and certified by certificate so executed and sealed shall, with respect to any bond or undertaking to which it is attached, continue to be valid and binding on the Company."

In Witness Whereof, CONTINENTAL CASUALTY COMPANY has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed this.....18th.....day of January, 19.62.....

CONTINENTAL CASUALTY COMPANY

CONTINENTAL CASUALTY 1897 CORPORATE SEAL

Robert T. Schaller
Vice President.

STATE OF ILLINOIS }
COUNTY OF COOK } ss

On this.....18th.....day of...January.....19.62., before me personally came ROBERT T. SCHALLER to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Chicago, State of Illinois; that he is a Vice-President of CONTINENTAL CASUALTY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said Corporation; that the seal affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Board of Directors of said corporation and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said corporation.

L. BENAK NOTARY PUBLIC COOK COUNTY ILL.

L. Benak
Notary Public.

My Commission Expires June 17, 1963

CERTIFICATE

I, R. J. WALKER, Assistant Secretary of CONTINENTAL CASUALTY COMPANY, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that Section 3 of Article IX of the By-Laws of the Company and the Resolution of the Board of Directors, set forth in said Power of Attorney are still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said Company this ....20th.. day of .....June....., 19.62...

CONTINENTAL CASUALTY 1897 CORPORATE SEAL

R. J. Walker
Assistant Secretary.

Form S. D. 3A (Rev. 4-3-57)

RECEIVED
JUL 19 1962
FOR FILING

July 18, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dodson-Sommville Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(19)33

Dear Sir:

We are submitting herewith corrections in the data covering adjustment of Pacific Northwest Bell Telephone Company facilities on the subject project.

In accordance with our Staff Attorney's letter dated June 25, 1962, a pole at Station 1711+20 is to be moved at State expense. The attached estimate of the Company includes the pole, which was excepted in the estimate dated May 3, 1962. A copy of the sketch showing adjustment of the pole is also attached.

Approval of the revised agreement to include the pole for reimbursement under the provisions of PPM 30-3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
1962
FOR FILING
5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1962

To: MEMO TO THE FILES

SUBJECT: Dodson-Bonneville Section
Columbia River Highway
Contract No. 5718

On July 3, A. E. Johnson, Division Engineer, E. S. Hunter, Assistant Division Engineer, C. T. Keasey, Resident Engineer, and the writer inspected the finishing operations on the subject project. Purpose of the inspection was determination of procedures on three aspects of the finishing work now under progress.

1. SUBGRADE FINISH. Attempts by the contractor to finish the rocky material with a blade only, had resulted in certain sections being very irregular. The surface consisted of loosely deposited rock fragments with sizes ranging to 8 inches in diameter. The contractor's general manager, Mr. Adrian Toolson, was advised finish work of this nature could not be accepted.

2. ROUNDING CUTBANKS. For whatever the reason this operation had been delayed by the contractor until full depth of cut had been reached. He was now objecting to this operation. Sections requiring rounding had been pointed out to the contractor. Mr. Toolson was advised to proceed with the slope rounding as directed.

3. FINISHING AT TOP OF SLOPE IN CUT DIRECTLY WEST OF TANNER CREEK (1680 to 1699). Certain sections of this cut had been staked to provide a ten foot bench on top of rock. This staking was based on a predetermined rock elevation. Where this rock elevation varied from the predetermined level, the desired width of bench was not obtained. The contractor expects and has asked for extra compensation should he be required to excavate back of the original stakes in order to obtain a bench width of ten feet.

However, certain rounding and shaping agreed upon between the Engineer and contractor has not been done. The finishing expected with any job had not been completed. It was agreed that should this rounding, shaping and finishing be

NOTED
R. L PORTER

completed in a satisfactory manner a safe, stable slope would result, though the originally planned 10 foot wide bench on top of the rock would not be obtained in all cases. The matter of diverting from a true typical section in this instance was discussed with the Bureau of Public Roads on July 5. They agreed to this on the condition the rounding, shaping and finishing through this section was completed in a satisfactory manner to give a safe, stable slope. The Division Office was advised of the Bureau's concurrence and will proceed to direct the contractor in completing this section with a variable bench width.

G. L. Decker
Field Construction Engineer

GLD:bjh

cc: R. L. Porter
A. W. Parsons
A. E. Johnson
C. T. Keasey

RECEIVED
JUL 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 21 1962
FORM B-BOX—50M—11-61—40231

FOR FILE

5718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1962

SUBJECT: Pacific Northwest Bell Telephone Co.
Telephone Cable Adjustment
Dodson-Bonneville Section
Columbia River Highway
Multnomah County

To: Mr. L. I. Lindas
Chief Counsel
OFFICE

ATTN: Mr. J. N. Hershberger

On March 27, 1962, we wrote to you concerning the adjustment of a telephone cable in the vicinity of Bonneville which was being endangered by a slide. In this letter it was stated that a portion of the work should be the responsibility of the company.

Subsequent investigation has shown that the entire cost of the adjustment needed at this time should be borne by the State. Our letter to you on May 31, 1960, and your letter to the company on June 1, 1960, states that this line is entirely on private property and, therefore, the cost is the obligation of the State. In these letters, the cable is listed as being crossings of the WD, EA and F lines.

The confusion arose over the fact that the company asked for, and received, permission to place a pole close to the new roadway with the understanding that it would be later moved at the expense of the company. This later move was to have been done when the Bonneville-Hood River Co. Line job was started. The present cause for requesting the adjustment is a slide which was certainly not contemplated at the time the Agreement was made in 1960.

In view of the fact that the original move was made entirely at the expense of the State, it is recommended that another letter be written to the company requesting a revised estimate showing the cost to be 100% the obligation of the State.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

CHB:bjh
cc: L. H. Young
General Files

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Department
Salem, Oregon

DATE: May 29, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Utility Adjustment
Pacific Northwest Bell Telephone Company
Dodson-Bonneville Section
Project No. I-80N-2(19)33

We are returning one copy of your letter of April 3, 1962 and estimate, with sketch map from the Utility dated May 3, 1962. Under date of March 26, 1962, you were verbally authorized to proceed with the emergency work covered by the subject documents.

We cannot approve Federal participation in reimbursement at the ratio of 13.51% Utility and 86.49% State without further justification. Your letter indicates that the relocation at "F" line Stations 7+75 and 10+00 will be at the expense of the State and the relocation at Station 1711+20 at the cost of the Utility. The sketch map furnished by the Utility indicates one pole to be removed and one pole to be installed relating to Station 1711+20 and one pole removed and one pole installed at "F" line Stations 7+75 and 10+00. On this basis it would appear that the Utility should be required to pay approximately 50% of the cost of the move.

Upon receipt of adequate information that will reasonably justify an equitable allocation of cost, Federal participation in reimbursing the State for your share will be granted in accordance with the provisions of PPM 30-4.

Enclosure

CONSTRUCTION DIVISION
JUN 1 1962
NOTED-☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECEIVED
MAY 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

CONSTRUCTION DIVISION
RECEIVED
MAY 7 1962
NOTED: CE ACE ACE COE

PACIFIC NORTHWEST BELL TELEPHONE COMPANY

Portland, May 3, 1962

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. F. D. Morgan, Construction Engineer

Gentlemen:

The development of a slide between "F" Line Stations 6+00 to 9+00 on the Dodson-Bonneville section of the Columbia River Highway (Proj. No. I-80N-2(19)33) necessitates the relocation of a section of our aerial cable.

The attached sketch shows the plan and location of this proposed relocation.

The cost of the relocation is estimated to be as follows:

Cost of labor		$ 700.
Construction overhead costs		100.
Engineering costs		50.
Material costs		500.
Supply expenses		30.
Motor Vehcile and Special Tool expenses		120.
Board and Lodging		-
	Total	$ 1,500.
Less Salvage (1 pole)		21.
	Total	$ 1,479.

Included in the above is the cost of replacing a pole at Station 1711+20, on State Highway right-of-way, in a new location at Station 1715.

This pole was placed on a temporary basis with the understanding that it would be moved at the expense of the Telephone Co. when requested by the State Highway Department. The cost of this replacement is estimated to be $200. or 13.51% of the total cost.

5-8-62

It is our intention to bill the State Highway Department 86.49% of the total cost of this relocation or $1279.00. This is based on that portion of the work located on private property.

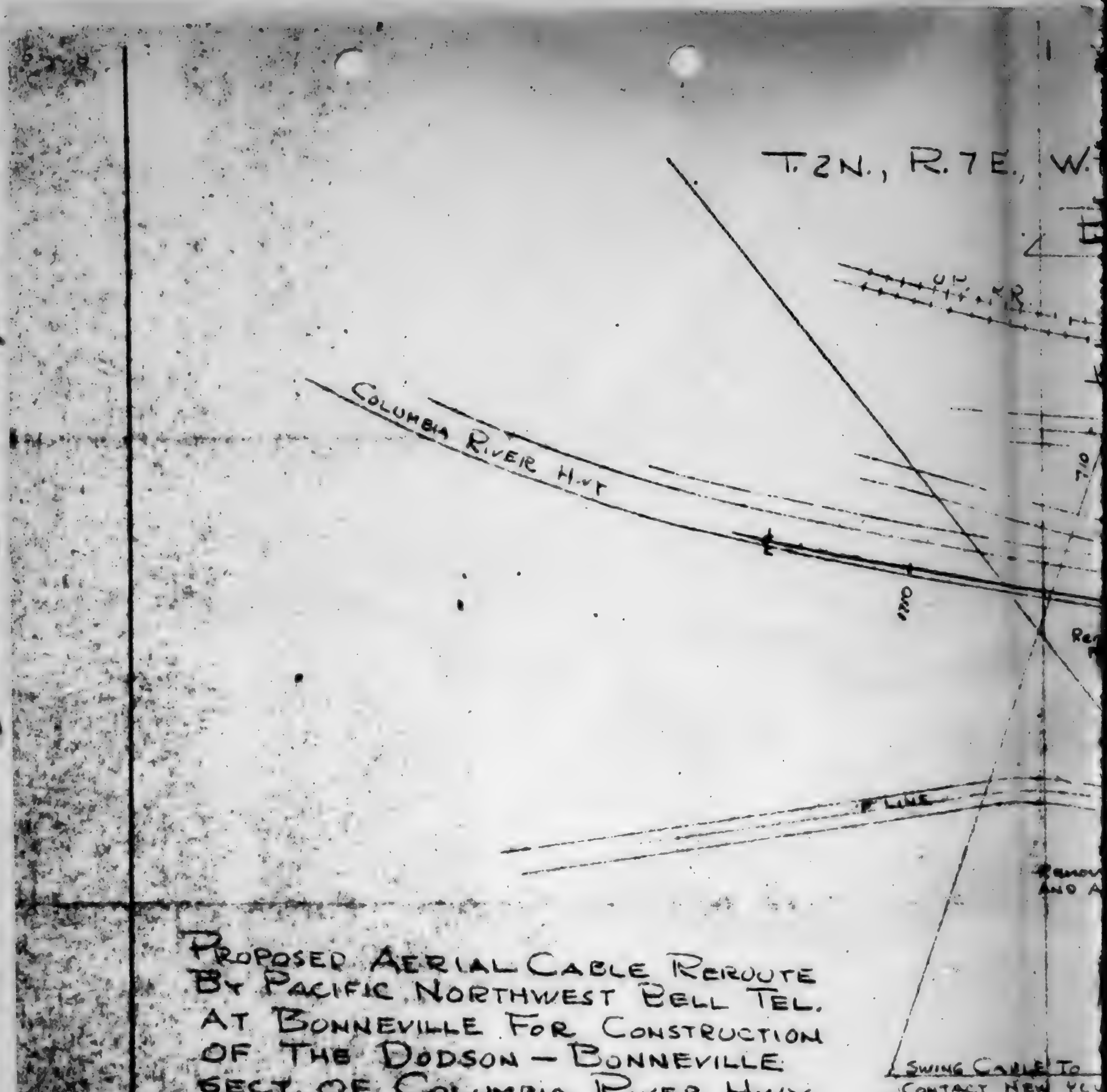
Will you please therefore arrange to forward an authorization to bill for the above.

Please refer to our Routine Order #43985.

Yours very truly,

J. W. Quirk
District Plant Engineer

RHB:mb
Attachment



PROPOSED AERIAL CABLE REROUTE
BY PACIFIC NORTHWEST BELL TEL.
AT BONNEVILLE FOR CONSTRUCTION
OF THE DODSON – BONNEVILLE
SECT. OF COLUMBIA RIVER HWY.
PROJ I-80N-2(19)33

ALIGNMENT AS SHOWN TRACED FROM
SHEET No. 11A OF ABOVE PROJECT

E., W.M.

BONNEVILLE

N

RMB

	OVER	15 KV	
	UNDER		
	MULTI	GRD. NEUT.	
	UNI		
	CAUTION HIGH TEN.		
	SPAN LENGTHS MEAS.		
	VERB. CONT. PER SEC.		
	ZONE		
	R/W NEC	CITY, COUN. / R/R / ST. OF OR.	
		STATE HWY. / PRIV. PROP. / CITY PERMIT	
	REVIEW ALL "X" CODES FOR DELAYED REMOVALS		
	CRM REF.		
	PB REF.		

PROTECT ALL PRIVATE LINE SERVICES

PLACE ANCHOR

EXISTING POLE

710

POLE LINE

"WD" LINE

1315

31°

SPAN 275'

PLACE ANCHOR

PLACE 40' POLE

67°

REMOVE POLE

1715

SPAN 270'

EXISTING AERIAL CABLE ROUTE

PROPOSED AERIAL CABLE ROUTE

90°

REMOVE POLE AND ANCHORS

19+76

PL ANCHOR

10

18°

PLACE 35 POLE

PL ANCHOR

EXISTING CABLE

SECT. 21

SECT 28

CABLE TO NEW YCLES

PRINT NO. OF - PSO4 NO.

PACIFIC TELEPHONE-NORTHWEST

PLANT DEPT. OREGON AREA

PORTLAND-THE DALLES TOLL

BONNEVILLE EXCH.

D.O. CM 43985

SCALE: 1" = 100'

DATE: 5-3-62

REVISED / DELETED / ADDED / O.K.E.

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

April 3, 1962

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland 12, Oregon

Re: Telephone Cable Adjustment
Dodson-Bonneville Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(19)33

Gentlemen:

A slide area developed between "F" Line Stations 6+00 and 9+00 on the above-named section of highway. As a result of the slide, an aerial cable owned by Pacific Northwest Bell must be moved. The adjustments of said aerial cable which are required are as follows:

Poles to the right of "F" Line Stations 7+75 and 10+00 which are located on private property.

A pole to the right of Station 1711+20 whose original location was within the State Highway right of way.

As to those facilities which are located on public property, it is the obligation of the utility to make the necessary readjustments without reimbursement; as to those facilities which are located on private property, it is the obligation of State to reimburse you for the proper and reasonable cost of the adjustment under Policy and Procedure Memorandum 30-4, issued by the Bureau of Public Roads, and the amendments and supplements thereto. In the event any of the work for which State is to make reimbursement is let to contract, your special attention is called to paragraph 6 of PPM 30-4. Under this provision, work performed by anyone not on the payroll of your company as a regular employee is considered as contract work; for example, the employment of a consultant engineer.

In compliance with federal regulations and requirements of PPM 30-4, you are preparing a cost estimate and sketch map to be submitted to Mr. F. D. Morgan, Construction Engineer, State Highway Building, Salem. Authorization to proceed with the work was granted as of July 28, 1960, in a letter from this Department bearing that date.

Further details may be secured from Mr. C. T. Keasey, P.O. Box 625, Troutdale, Oregon, who is the Resident Engineer for said project.

Very truly yours,

L. I. LINDAS
Chief Counsel

By
J. N. HERSHBERGER
Staff Attorney

JNH:bjk
cc: C. H. Baker
Ted Litchfield (3)
A. E. Johnson
C. T. Keasey
G. W. Ross
C. H. Maison

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MAY 15 1962
FOR FILING

May 14, 1962

Hershiser, McMenamin, Blyth & Jones
Attorneys at Law
Suite 516 Oregon Bank Building
Portland 4, Oregon

Attention: Mr. Bernard K. Smith

Gentlemen:

Your letter of May 10, addressed to Mr. F. D. Morgan, Construction Engineer, has been referred to this office for handling.

As requested, attached is a certified copy of Contract No. 5718, awarded to Gibbons and Reed Company on June 7, 1960, covering the Dodson-Bonneville Section of the Columbia River Highway, Multnomah County. Also, under separate cover we are sending you a certified copy of Sheets 1, 2 and 3 of the Oregon State Highway Department's plans for the Dodson-Bonneville Section Project.

There is no charge for this material.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Encl.

cc: F. D. Morgan

HERSHISER, McMENAMIN, BLYTH & JONES
ATTORNEYS AT LAW
SUITE 516 OREGON BANK BUILDING
PORTLAND 4, OREGON

CAPITOL 6-6301

DONALD E. HERSHISER
ROBERT W. McMENAMIN
PETER R. BLYTH
ROBERT P. JONES
WILLIAM C. GRANT
FREDERIC D. CANNING
BERNARD K. SMITH

May 10, 1962

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Dept.
Salem, Oregon

Re: McCoy

Dear Mr. Morgan:

For trial purposes, it is necessary that we have certified copies of the following documents.

> Dodson-Bonneville Section of the Columbia River Highway, Multnomah County, Contract No. 5718, Sheet Nos. 1 (title sheet), 2, and 3, in full size.

It is necessary that we have these requested certified copies before May 24, 1962.

Thank you for your cooperation herein. If there is a cost for this service we shall remit promptly upon receipt of your billing.

Very truly yours,

HERSHISER, MCMENAMIN, BLYTH & JONES

Bernard K Smith

Bernard K. Smith

BKS:ep

Please

CONSTRUCTION DIVISION
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5718

May 10, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Dodson-Somerville Section
Columbia River Highway
Multnomah County
Project No. I-[illegible]-2(19)33

Herewith are two copies each of our Staff Attorney's letter, estimate of cost and sketch map covering emergency work of adjusting the facilities of the Pacific Northwest Bell Telephone Company due to a slide on the subject project.

It is requested that this work be included in the agreement between the State and Company approved by you in your letter of July 28, 1960, with reimbursement to be made under the provisions of PPM 30-4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
FORM CD-121 1962
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: May 7, 1962

FROM : C. G. Polk, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec, Acting Division Engineer

SUBJECT: Oregon Project I-80N-2(19)33
Dodson-Bonneville Section, Columbia River Highway
Horizontal Drains, State Force Work

Reference is made to your letter dated May 1, 1962 concerning subject order.

We are approving, retroactively to April 30, 1962, the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered, and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

Copies To
- Bldg - with attachment
Highway
5-9-62

RECEIVED
MAY 8 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 2 1962
FOR FILING

5718

May 1, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 19 covering access road in the slide area for the drilling crew on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal-Aid Project No. I-80N-2(19)33.

Horizontal drains are necessary for draining the slide area for slide correction. Drains will need to be placed high in the slide area and an access road for drilling crews and equipment is necessary to reach the drilling areas.

This work has been verbally recommended for approval by the BPR Area Engineer. Due to the necessity of completing the drilling work the Field has been authorized to proceed with the access road as of April 30, 1962. Approval of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
MAY 1 1962
FOR FILING

May 1, 1962

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 9, Account No. 23L, covering the installation of horizontal drains on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal-Aid Project No. I-508-2(19)33.

This work is necessary for slide correction. The contractor is not equipped to do this work. The State has the necessary special equipment and crews available to do the work much more economically than can be done by contract and the emergency nature of the work will not allow time for soliciting bids. The work has been verbally recommended for approval by the B.P.R. Area Engineer.

The total estimated amount of the order is $9,200 with Federal participation of $7,360.

Your approval of this order under the provisions of PPM 21-4.3 is requested. Due to the emergency nature of the work, the field has been authorized to proceed as of April 30, 1962. Your approval as of that date is requested.

Copies of the Resident Engineer's letter regarding this work and necessity of it are attached.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

DBP:cr

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1962

SUBJECT: Dodson-Bonneville Section

To: Mr. A. E. Johnson
Division Engineer
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to 24" pipe at Station 1445+25 on this section. As you have reported, 48' of this concrete pipe was removed and after examination found to be lacking reinforcing steel.

I have talked to Fred Slate, one of the contractors on the project, and he reports that the pipe was purchased from Hugo Paul Company who had, in turn, purchased the entire stock of Armco Company. The Hugo Paul Company did not manufacture any pipe; only sold that which Armco had made. Supposedly the pipe made by Armco had been inspected during manufacturing by our men.

Mr. Slate also informed me that all pipe with steel in it manufactured by Armco was stamped inside with the letters "SR". Please determine if the pipe used was so stamped. Also determine whether or not we actually inspected Armco's products.

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter
G. W. Harra

RECEIVED
MAY 1 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
5718

April 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5-Supplemental, covering adjustment of water lines at Warrendale on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal-Aid Project No. I-80N-2(19)33.

The original Order for Extra Work in the amount of $2,000 covering adjustment of these water lines was approved by the BPR July 25, 1960. Considerable difficulty in the water supply and maintenance has been experienced causing an overrun in the first authorization. Two copies of the Resident Engineer's letter covering the difficulties and solution are attached. Also attached are two copies of the sketch covering the work.

This supplemental order has been verbally recommended for approval by the BPR Area Engineer. No additional or special benefit will accrue to the landowner because of this Order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

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FOR FILING

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April 6, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 18 covering slide damage repair on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80S-2(19)33.

Removal of slide material, caused by underground water, repair of the slide damage and drainage correction is necessary before construction can be resumed in the vicinity of Bonneville. Copies of the Resident Engineer's letter detailing the work and agreement of the contractor are attached. The work has been verbally recommended for approval by the BPR Area Engineer.

Due to the necessity of having this work done so construction can be resumed authorization was given to proceed April 2, 1962.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

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APR 9 1962
FOR FILING

FORM E-20X—50M—6-61—26682

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1962

SUBJECT: Tumalt Road
Dodson-Bonneville Section

To:
MEMO TO THE FILES

During the past several weeks we have had considerable discussion concerning a request by residents in the Dodson-Warrendale area for the State to connect two frontage roads. One of these frontage roads originates in the Dodson Interchange and continues easterly between the new highway and the Union Pacific Railroad to an undercrossing of the tracks near Station 1495. The other frontage road originates in the Warrendale Interchange and continues westerly between the new highway and the Union Pacific Railroad to a grade crossing of the tracks near Station 1532. Both these roads dead end soon after crossing the railroad tracks.

Some few years back the owner of the property between these two railroad crossing stations sub-divided his land exempting from each description a 30-foot easement for road purposes along the northerly right of way line of the Union Pacific Railroad. The request by the residents is specifically that the State Highway Department construct a roadway within this 30-foot easement area.

A very rough estimate of the cost of constructing this 3,600-foot long roadway to a 20-foot wide crushed rock top is $19,000. In addition to this, we are informed by the Division that 4,000 feet of buried telephone coaxial cable will have to be removed and reinstalled as an aerial line. It is estimated that this will cost about $16,000. The total package is, therefore, somewhere in the neighborhood of $35,000.

We are also informed by the Division that there are four or five permanent residents who would be serviced by this proposed frontage road. In addition, there are three or four fishing shacks located in the area. A total of three school age children live in the residences.

It is our plan to construct turn arounds at the end of both of the frontal roads for the use of our snow plow crews. It is not our intention to construct any facility northerly of the southerly right of way line of the Union Pacific Railroad. We shall enlarge these turn around areas as much

NOTED
R. L. PORTER

as is possible so as to provide an area in which a school bus can turn around with a small amount of maneuvering. This goes for the postal carrier, too.

Before the construction of this new freeway facility both these roads were connected directly to the old highway near where they cross the tracks. As a result of our access control requirements, we will provide frontage roads to these roads from the nearest interchange. This will require that the residents travel a certain distance of out of direction travel. For instance, those leaving the area near Station 1532 and desiring to go westbound would have to travel about 1,000 feet in an easterly direction before they could begin the westbound trip. Those leaving the frontage road near Station 1495 and desiring to travel easterly will have to travel approximately 6,000 feet westerly before they can reverse their direction and begin traveling in an easterly direction. The condition for those leaving this westerly railroad crossing road and desiring to travel in an easterly direction is probably a little more severe than the average case would be following construction of an interstate facility. Nevertheless, there are other cases which exceed this in severity. For example, the Sunny Valley Interchange will require 3-1/2 miles of out of direction travel; the Quines Creek Interchange will require 3 miles; the Rogue River Interchange requires 2 miles; the Rice Hill Interchange will require 1-1/2 miles; and the Central Point, Rock Point and Diamond Hill Interchanges require more than one mile. There are other examples, but these will suffice to show that the situation is not an unusual one.

There is no question that we have imposed a hardship upon these four or five residents. However, we cannot justify the recommendation for the expenditure of some $35,000 in public funds to alleviate the condition. It is our opinion that this is a matter to be handled by these residents themselves, probably in cooperation with the local road building agency.

F. B. Klaboe
Assistant Construction Engineer

FBK:bjh:fp

cc R. L. Porter
A. E. Johnson

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FORM E-30X—50M—6-61—36682
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1962

SUBJECT: Addition Telephone Cable Adjustment
Dodson-Bonneville Section
Columbia River Highway
Multnomah County
Project No. I-80N-2(19)33

To: Mr. L. I. Lindas
Chief Counsel

O F F I C E

Attention: Mr. Joe Hershberger

A slide has developed between "F" Line Stations 6+00 and 9+00 on the above-named section. As a result of this an aerial cable owned by the Pacific Northwest Bell Telephone Company must be moved as follows:

Poles right of "F" Line Stations 7+75 and 10+00 must be removed, and the cost of moving and resetting must be borne by the State, since this line was originally located on private property.

A pole right of Station 1711+20 must be moved, but it was originally located on State Highway right of way, and so it is the obligation of the company to bear this cost.

An estimate and sketch map is being prepared by the company in conformance with PPM 30-4. Authorization to proceed with the work as of July 28, 1960, was granted in our letter of that date.

Any questions regarding this project should be directed to Mr. C. T. Keasey, P. O. Box 625, Troutdale, Oregon.

It is recommended the company be notified of these facts.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: G. S. Paxson

NOTED
G. S. PAXSON
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MAR 29 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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MAR 26 1962
FOR FILING

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March 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 Supplemental, covering felling danger trees along the power line on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80E-2(19)33.

This order is to cover an overrun of $835.81 on the original order, approved in the amount of $1,000.00. It has been verbally recommended for approval by the BPR Area Engineer.

Additional work was required to satisfy Cascade Locks City Power Company officials.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RECEIVED
MAR 26 1962
FOR FILING

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March 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1-Supplemental covering the State's share of flagging costs on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

The original, approved in the amount of $2,500.00 as anticipated, is inadequate. The supplement is to cover an estimated $22,500.00 overrun for this work.

Approval has been verbally recommended by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

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Enc.

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MAR 26 1962
FOR FILING

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March 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 13-Supplemental, covering the removal of danger trees on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal-Aid Project Number I-205-2(19)33.

The original Order in the amount of $500.00 was to cover removal of leaning, poorly rooted and rotten trees. Windstorm damage and other trees without protection and considered dangerous will overrun the authorization an estimated $4,500.00. This has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

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MAR 26 1962
FOR FILING

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March 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9-Supplemental, covering the salvage of petrified tree sections on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal-Aid Project No. I-80N-2(19)33.

Additional specimens of petrified materials have been found. The original authorization of $250.00 has overrun and more work is to be done. It is estimated the overrun will amount to $150.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

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MAR 26 1962
FOR FILING
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March 26, 1962

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8-Supplemental, covering reconnection of electric service to Bonneville Interchange lighting system on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal-Aid Project Number I-80N-2(19)33.

The original estimate for this work was $200.00. This Order is to cover an overrun of $31.91. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

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FOR FILING

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March 26, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6-Supplemental, covering additional clearing on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5716, in connection with Federal-Aid Project No. I-80E-2(19)33.

This supplement is to cover an overrun of $1,960.2[illegible] over the original estimate. More work than was anticipated for laying back slopes and protecting railroad signal lines was required. This has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

Enc.

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MAR 15 1962
FOR FILING

March 15, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12-A covering extra clearing on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 9718, in connection with Federal Aid Project No. I-80N-2(19)35.

The original order in the amount of $1,000.00 was approved May 8, 1961. An overrun of $1400.00 is anticipated due to more work than expected and the necessity of enlarging the waste area. Overloading the present waste area will result in additional slides.

This work has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:mmb
Enc.

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FORM E-123-3 (OR) 8-61
MAR 1962

COMMISSIONERS
M. R. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

2118

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 2, 1962

Subject: Union Pacific Bill No. 988553
Dodson-Bonneville Section
Columbia River Highway
Contract 5718

Gibbons and Reed Company
825 West Ninth Street
Salt Lake City, Utah

Gentlemen:

We have received notice from the Union Pacific Railroad Company that their bill, dated December 1, 1961, for damages to their facilities as a result of your operations on the subject contract has not been paid. Under the terms of the contract, you are liable for damage to railroad property as a result of your operations

Please advise us when payment will be made.

Very truly yours,

Forest Cooper
State Highway Engineer

By:
C. H. Maison
Auditor

DF:tar

cc: Continental Casualty Co.
Union Pacific Railroad Co.
G. S. Paxson

RECEIVED
MAR 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 1962

FOR FILING

I-5 WN-2(11)-3
Linder
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If there are questions call Baker phone

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1962

SUBJECT: Locked Gate Utility Accesses
Dodson-Hood River Section
Columbia River Highway

To: Mr. R. L. Porter
Ass't. State Highway Engineer

OFFICE

L

We have been in the process of negotiating with the Bureau of Public Roads and various utility companies for some time concerning the need for access to existing utilities in the Columbia River Gorge between Dodson and Hood River. Field checks of the needs of the utility companies have been made and cost estimates of the various alternate routes of access have been submitted to the Bureau of Public Roads.

Under date of October 5, 1961, we received a letter from the Bureau of Public Roads (by M. E. Martin) indicating that the locked gate accesses requested will be approved when submitted on construction plans for the various projects involved.

The companies involved and locations to be used by each are:

Cascade Locks City Light:

Station 1645+50, north side, Dodson-Bonneville Section.
Station 1679±, south side, Dodson-Bonneville Section.
Station 1731±, north side, Dodson-Bonneville Section.

Bonneville Power Administration:

Station 1731± (AR-1-1), north side, Dodson-Bonneville Sec.
Station 631±, (AR-13-1), south side, Cascade Locks-Mitchell Point Section.
Station 683±, (AR-14-1&2, AR-15-1), south side, Cascade Locks-Mitchell Point Section.
Station 839, (AR-17-1), south side, Cascade Locks-Mitchell Point Section.
Station 908±, (AR-18-1), south side, Cascade Locks-Mitchell Point Section.

original To Linder with note MAR 2 1962

Pacific Northwest Bell Telephone Co.:

Station 1645+50, north side, Dodson-Bonneville Section.
Station 631+, south side, Cascade Locks-Mitchell Pt. Section.
Station 656±50, south side, Cascade Locks-Mitchell Pt. Sec.
Station 683+, south side, Cascade Locks-Mitchell Pt. Section.
Station 839±, south side, Cascade Locks-Mitchell Pt. Section.
Station 908±, south side, Cascade Locks-Mitchell Pt. Section.

Pacific Power & Light Company:

Station 839+, south side, Cascade Locks-Mitchell Pt. Section.
Station 908±, south side, Cascade Locks-Mitchell Pt. Section.

A map (Scale: 1"=400') showing the location of these proposed points of access is attached for your use. A small map (Scale 1"=1 mile) for use as an exhibit on the agreements is also attached.

It is suggested that the terminology "authorized to use an access" in lieu of "granted an access" be used to denote that the access to be used is not a standard road approach.

Use of these accesses will be restricted to crews engaged in the maintenance and/or operation of the existing utilities, or engaged in duties related to such maintenance and/or operation. While engaged in these duties, the stopping or parking of vehicles, either tended or untended, on the shoulder of the freeway will not be allowed, and the stopping or parking of vehicles anywhere within the access control lines will be allowed only while opening or closing gates. The gates are to be kept closed and locked at all times except when a vehicle is actually going through the gate.

Authorization to use these accesses is revokable if the utility lines are removed so that the accesses are no longer needed or used for the purpose intended, or if unauthorized use is made or allowed by the utility companies.

Except for the facilities of Stations 1645+50 and 1679+ on the Dodson-Bonneville Section, all the existing utilities to be given access are located on property other than State Highway right-of-way. The accesses mentioned above are to be constructed by the State under Contract No. 5718 (Dodson-Bonneville Grading) and are the subject of an attempt to collect the cost thereof from Cascade Locks City Light.

It will be the obligation of the State to construct such roads, gates and fences as are required to re-establish access to the existing utilities at all locations except the two mentioned above. In view of the conditions imposed on the companies, it is advisable that the State assume the obligation for maintenance of the accesses up to and including the gates, but that the companies be required to maintain any roads beyond the gates. The required locks and chains are to be provided by the utility companies.

Please transmit this information to our Legal Division for preparation of formal agreements with the four utilities involved.

F. D. Morgan
Construction Engineer

By
C. B. Kloke
Asst. Construction Engineer

CHB:bjh

encs.

RECEIVED
FOR FILING
5718

February 28, 1962

48

Mr. J. F. Dolezal
P. O. Box 305
House No. 11
Bonneville, Oregon

Dear Mr. Dolezal:

Reply is made to your letter of January 25th concerning removal of some trees and some ditching on your property near Dodson.

We have been informed that our engineering personnel have contacted you and discussed this matter with you on the ground. We find that the trees which were removed from your property were taken out by the Cascade Locks Power Company, over whom we have no control.

We hope that you can bear with us until this project is complete, at which time we believe it will be one in which you can take pride.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc Forrest Cooper
G. S. Paxson
A. E. Johnson
F. D. Morgan

FORM E-30 EOM 6-61 26661

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 19, 1962

To: Mr. Tom Edwards
Asst. State Highway Engineer
Salem, Oregon

SUBJECT: Assignment No. 48 - Dolezal Property
Dodson-Bonneville Section
Columbia River Highway
Contract No. 5718

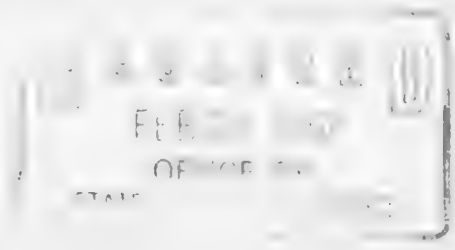
On Monday, February 5, Mr. Keasey and myself contacted Mr. J. F. Dolezal regarding the complaint which he made in a letter dated January 25, 1962.

In answer to your assignment #48 on the subject letter, I am enclosing a copy of a report by Mr. C. T. Keasey, Resident Engineer on the project, together with a small sketch map and seven photographs supplied by him.

In the first paragraph of Mr. Dolezal's letter he refers to a drainage ditch which has been constructed on the project and is allegedly caving in and preventing him from replacing a road which he alleges to have had in existence prior to our construction project. Photographs #1, #2 and #3 clearly indicate the right of way line, the ditch as it has been constructed, and a cleared area adjacent to the ditch which Mr. Dolezal anticipates on using as a roadway. It should be pointed out that no roadway existed in this area prior to our construction and also that we are under no obligation to construct a roadway at this locality. Mr. Dolezal was informed of this in our meeting of February 5 and agreed that we had no obligation in construction of the road and that he was going to take care of this by hiring one of the contractor's dozers to construct a dirt road for him. The ditch as shown in the photographs is not completed in that it has not been trimmed to true slope and grade.

In the third paragraph of Mr. Dolezal's letter he points out that several trees were removed from his property by the Cascade Locks City Light Company during their program of danger tree removal undertaken this past winter. Mr. Keasey has staked the right of way line and determined that the Power Company removed two fir trees, a small alder, and part of a clump of vine maple from the Dolezal property. All the other trees which were removed in this vicinity were on State Highway right of way and were removed by the Power Company after obtaining proper permission from the Highway Department. At the time the Power Company was working in the area the right of way was staked and the Power Company was fully aware of the fact that permission granted by the Highway Department only concerned

NOTED
TOM EDWARDS



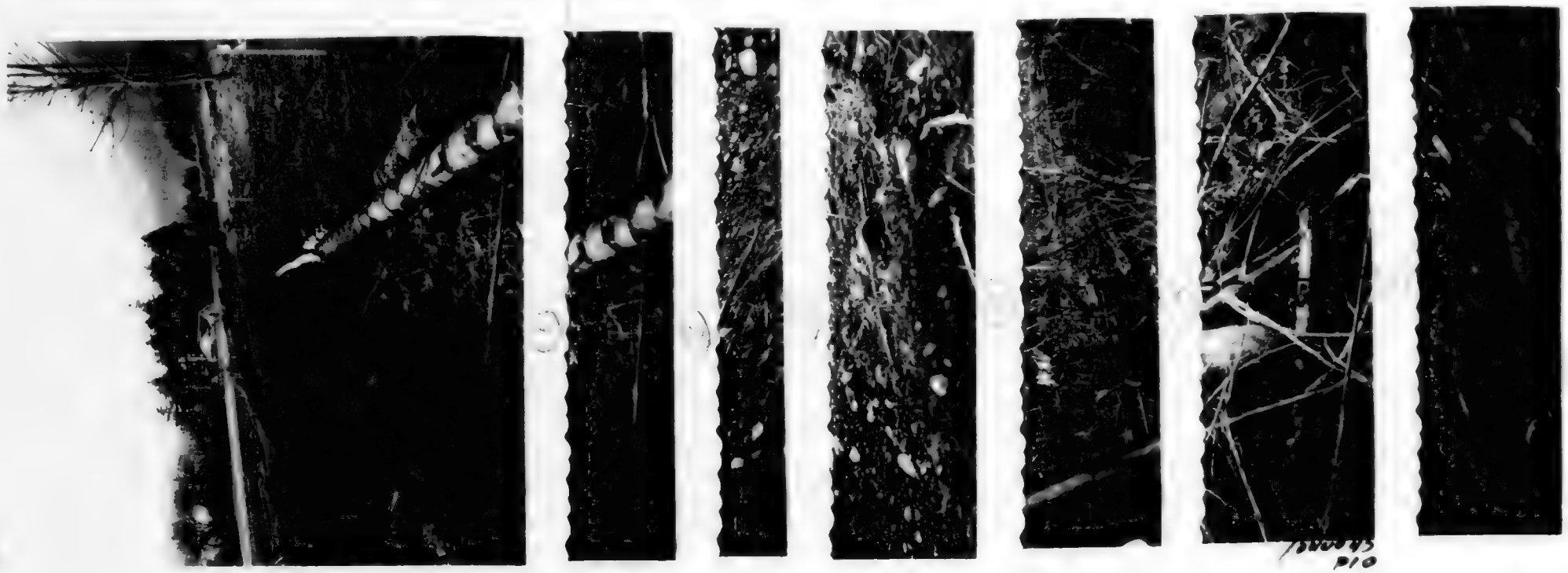
State Highway right of way. Mr. Dolezal was informed that any damage incurred by property owners due to the Power Company's clearing was not our responsibility, and if he had any claim for damages said claim should be taken directly to the Cascade Locks City Light Company.

After our discussion with Mr. Dolezal and explanation of where the right of way lines were, Mr. Dolezal appeared satisfied with the entire situation with the exception of the fact that the Cascade Locks City Light Company had entered his property without permission. I believe the matter is now closed, and you will hear no more complaints from Mr. Dolezal.

E. S. HUNTER
Assistant Division Engineer

ESH/lh
Encl.

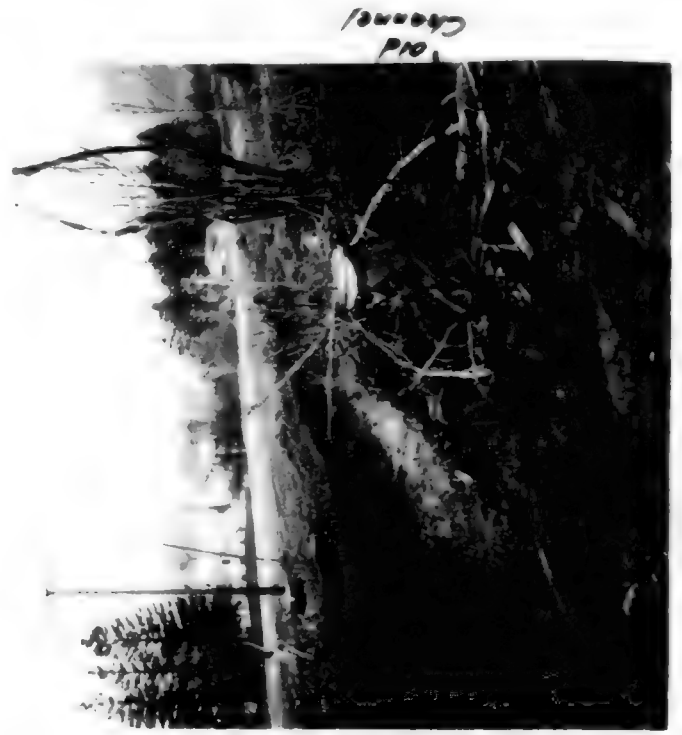
cc: F. D. Morgan
C. T. Keasey



FEB 02

FEB 62

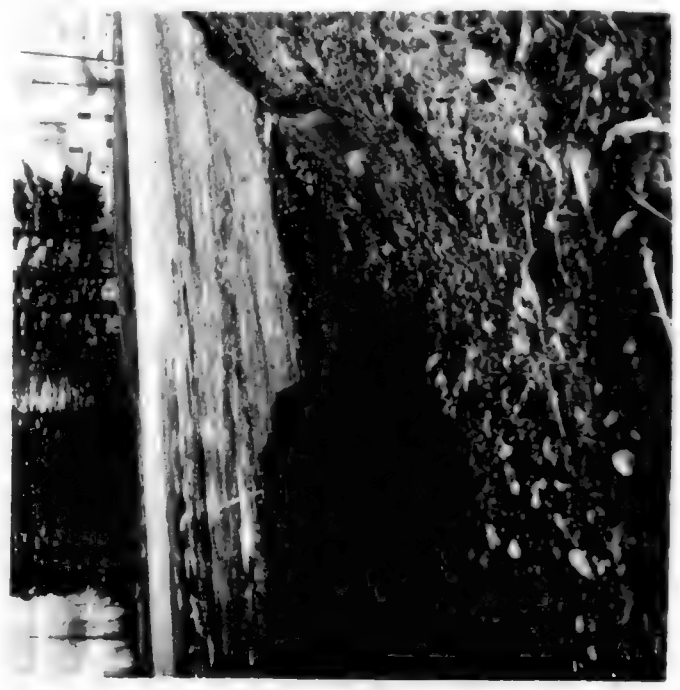
FEB 62



FEB 62

FEB 62

FEB 62



FEB 62

FORM E-30X—37,500—6-58—96688

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Troutdale, Oregon
February 15, 1962

SUBJECT. Dodson - Bonneville Section (Grading)
Columbia River Highway
Contr. 5718 Pref. 626-1048

To:

A. E. Johnson
Division Engineer

Reference is made to the recent complaint received from Mr. Dolezal, of Warrendale, on the subject project regarding our construction of a ditch in front of his property and also concerning the cutting and removal of several trees from his property.

The drainage ditch, which has not yet been completed, is shown on Sheet 5 of the grading plans for this project at Station 1545. This ditch was roughed out last fall and has not yet been trimmed to true slope and grade. There has been some sloughing of the sides of the uncompleted ditch and Mr. Dolezal feared that they would slough back behind the right of way and take out the strip he has cleared for a roadway on his property. The accompanying photographs showing the uncompleted ditch show that even after the sloping is completed there will be approximately 3 to 4 feet back to the right of way line.

With regard to the trees cut and removed from his property, these were cut by the Cascade Locks Power Co. as danger trees this winter after our clearing and danger tree removal had been completed. The power company did remove two fir trees, a small alder and part of a clump of maple from the Dolezal property, but apparently did not contact him before removing them. They had obtained permission to cut the trees within the right of way, shown on the accompanying sketch, from our maintenance department. No authority was given them to cut anything outside the right of way.

This entire matter was discussed with Mr. Dolezal by myself and Mr. Hunter on Monday, February 5.

C. T. Keasey
Resident Engineer

(1)

Oregon State Highway Department

LEVEL SHEETS

Diam		Type			
20"		Fir			
8"		"			
15"		"			
"		Maple			
11"		"			
12"		"			
11"		"			
10		Alder			
12"		"			
14"		Fir			
11"		Maple			

..... Line Date ..... Party .....

Project .....

Form E-34—30M State Printing

	X		Dist		
	56°	41'	17	?	
	15?°	51'	53	?	
	109°	51'	68	?	
	103°	5?'	47	?	
	105°	2?'	47	?	
	105°	32'	45	?	
	101°	05'	47	?	
	87°	41'	7?	?	
	107°	3?'	100	?	
	98°	3?'	122	?	
	81°	5?'	9?	?	

(2)

..... Line Date ..... Party .....

.....

Project .....

Form E-34—30M .....

State Printing

	X		1D	15'	
	50°	22'	123	3	
	77°	4'	82	8	
	75°	20'	149	3	

(2)

Oregon State Highway Department

LEVEL SHEETS

Dist.					
29"		Fill			
23"		"			
30"		"			

Oregon State Highway Department

LEVEL SHEETS

RW
℄

15
R- ~~16~~ 47

150

15
RW ~~16~~ 45

15
RW ~~16~~ 44

220

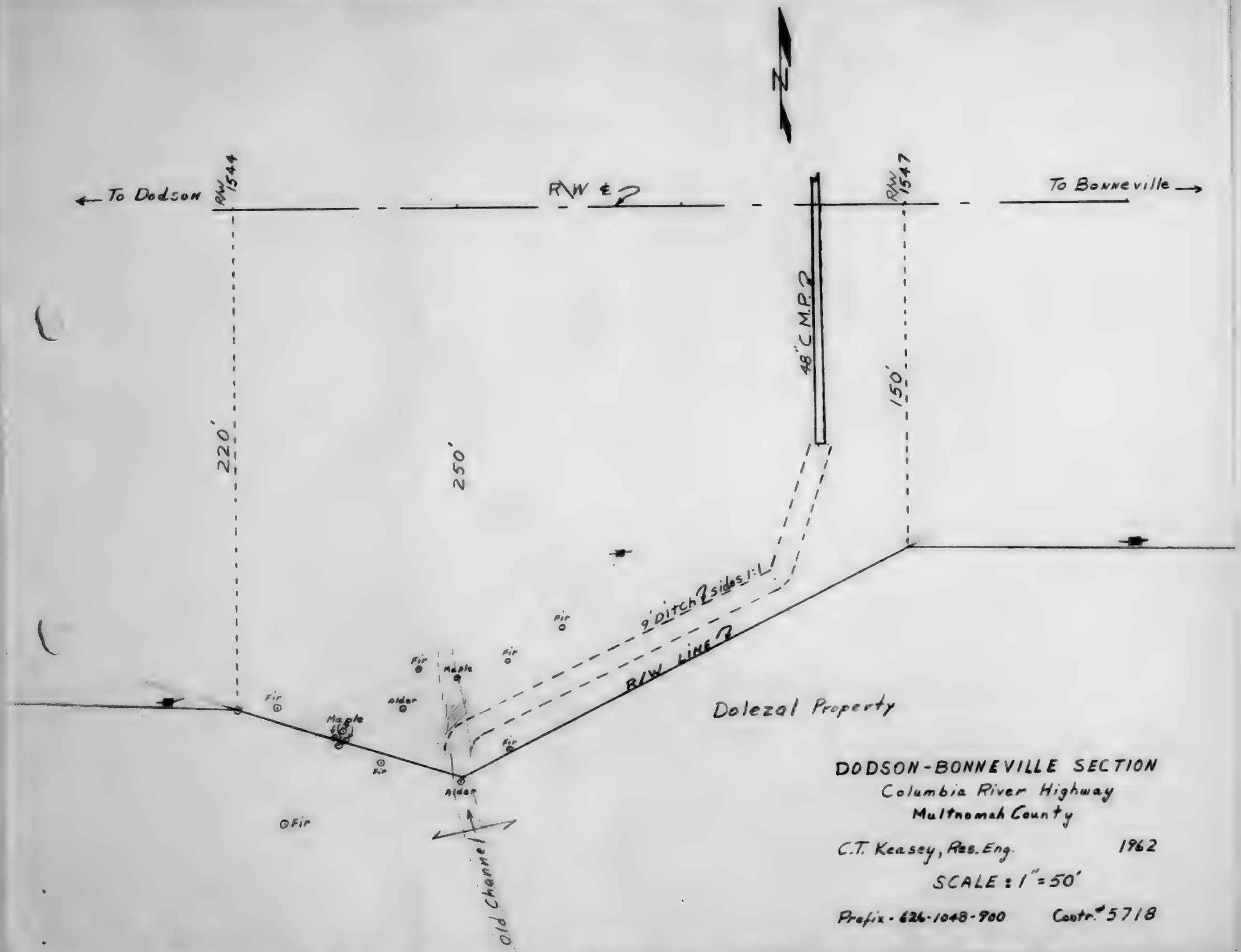
(3)

..... Line Date ..... Party .....

.....

Project ....

Form E-34—30M State Printing



DODSON-BONNEVILLE SECTION
Columbia River Highway
Multnomah County

C.T. Keasey, Res. Eng. 1962

SCALE: 1" = 50'

Prefix - 626-1048-900 Contr.# 5718

FORM E-30 50M 6-61 30681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
February 5, 1962

To: Mr. Tom Edwards
Asst. State Highway Engineer
Salem, Oregon

SUBJECT: J. F. Dolezal Complaint
Dodson-Bonneville Section
Columbia River Highway
Contract No. 5718

With reference to your Assignment No. 48 to investigate and report on the alleged removal of a group of fir trees and a drain ditch which is sloughing in and endangering a private road, I wish to inform you that I have contacted Mr. Dolezal and would like to defer the due date of my report until February 16, 1962. This will give Mr. Keasey, resident engineer on the project, time to work up a sketch map and take photographs which I feel necessary to support this report. It will also give me time to get the report forwarded to you, as this week is being cut short due to the Roads and Streets Conference in Corvallis.

E. S. HUNTER
Assistant Division Engineer

Blw
2-19-62

ESH/lh

RECEIVED
FEB 6 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING
5718

J.F.Dolezal
P.O.Bx. 305
House #11
Bonneville, Oregon

January 25, 1962

Mr. Forest Cooper, Highway Engineer
State Highway Commission
9200 SE McLaughlin Blvd.
Portland, Oregon

Dear Sir:

With reference to the Dodson-Bonneville Section Highway #30 construction at Warrendale.

Last fall an open ditch culvert was dug extending alongside and into my property meeting a dead end. This ditch is hazardous as the sides are caving - in and also prevents me from replacing my road which was taken out during the digging of the culvert. The road ran alongside the culvert on my property. Though there has been a change of construction personnel, I still believe that I can get them to oblige by making one-pass with a bulldozer replacing the road but the cave-ins and the danger of the open culvert still exists.

Recently last month a group of huge fir trees that were purposly left near this ditch by your personnel and the construction superintendent, plus several trees that were on my property were fallen by the Cascade Locks Light Co. I was informed that permission was received by your office to do this work. Properly placed alongside of the culvert would have helped in reducing the danger of a vehicle going into the ditch. These trees were logged and hauled off. No state or construction personnel were seen or present during this operation.

All of my previous contacts with your office and field personnel have been excellent. Therefore, could your office please advise as to the future plans of this open culvert. What will be placed on the east-side to prevent the road from sliding and widening pass the property-line. (At present the property line is aprroximately twelve inches.)

Thanking you for your kind attention,

Very truly yours,

J.F. Dolezal

REFERRED TO Mr. Edwards BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED JAN STATE

P.S. Most of the trees felled belonged to me (over)

RECEIVED
FEB 23 1962
FOR FILING

I-2-W 3(17)32
5718 G. H. BAKER

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

PORTLAND 17, OREGON

FEBRUARY 20, 1962

(File Ref. D 315 - 2 - 88)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attn: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Dodson-Bonneville Section
Columbia River Highway

Kindly refer to our letter of December 18, 1961 submitting copies of Railroad bill Audit No. 988553, and our letter of January 8, 1962 (directed to the attention of Mr. Maison, Auditor), replying to your letter of January 4, in connection with damage to railroad facilities due to operations of State's Contractor, Gibbons & Reed Company on the captioned project.

Will you please advise when payment of this bill may be expected?

Yours very truly,

G. H. Baker,
Superintendent

cc: Gibbons & Reed Company
825 W. Ninth North
Salt Lake City, Utah

cc: Continental Agency Company
320 E. Fourth South
Salt Lake City, Utah

Orig. to Maison 2-23-62 mw

RECEIVED
JAN 22 1962
FOR FILING
5718

January 19, 1962

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 8 covering deletion of Type O-11 oil mat on the "B" Line at Warrendale on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County, Contract No. 5718, in connection with Federal Aid Project No. I-80N-2(19)33.

Oil mat surfacing originally set up on the grading contract was anticipated to be completed well before the paving contractor would be set up and ready to pave. It has since developed that this section will not be ready for oiling until 1962, at which time the paving contractor will be ready to proceed.

This order is for deletion of the oiling on the project and reduction of the contract bid items.

The paving contractor on project I-80N-2(22)33 has agreed to do this work at unit bid prices which will result in an over-all savings to the total cost of both projects. The B.P.R. Area Engineer has given prior verbal approval of this change.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosures

CN:cr

RECEIVED
JAN 19 1962
FOR FILE

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD

FLOYD QUERY, SECRETARY, SALEM

5218

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 17, 1962

Mr. R. W. Lang
Claims Department
U. S. Fidelity & Guaranty Co.
Suite 201, Oregon Bank Bldg.
319 SW Washington Street
Portland 4, Oregon

Re: File 54-AL-7613
Insured: Keith McCoy
Claimants: Batterson, Hartney, Courson
Date of Loss: 4-18-61

Dear Mr. Lang:

This will acknowledge receipt of your letter of January 12, requesting information in regard to speed zoning on the Columbia River Highway, east of Dodson. Our records reveal that a 35 MPH construction speed zone was established on the Dodson-Bonneville Section of the Columbia River Highway by the State Highway Engineer at 8:00 A.M., Thursday, July 7, 1960. This speed zoning was concurred in by the State Highway Commission at its meeting on August 18, 1960.

The established speed covered the entire five-mile section of highway included in the construction contract. The 35 MPH designated speed would be in effect only in those sections bracketed by standard signs. It is the intent of construction speed zones that this be the case and that the contractor bracket only those areas wherein men and equipment are working or physical conditions are such that a normal speed would result in hazards either to the motorists or to construction personnel. It would not be possible for this office to determine whether or not the particular section in which the accident occurred was bracketed with the signs on April 18, 1961 at 4:40 P.M. The overall speed zone is in effect throughout the life of the project, however, as is stated above, its effect applies to those sections which are bracketed by the signs.

It is realized that the above answer is somewhat indefinite and does not serve to answer the question which you have in mind. Mr. Keasey or the Contractor Superintendent would be the only ones that could give you definite information as to those sections signed at any particular time.

Very truly yours,

Tom Edwards
Assistant State Highway Engineer

NOTED
TOM EDWARDS

By

F. B. Crandall
Traffic Engineer

RECEIVED
JAN 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

VPJ:pk
bc: Tom Edwards

RECEIVED
JAN 1 1962
FOR FILING
5718

J.F.Dolezal
P.O.Bx. 305
House #11
Bonneville, Oregon

January 25, 1962

Mr. Forest Cooper, Highway Engineer
State Highway Commission
9200 SE McLaughlin Blvd.
Portland, Oregon

Dear Sir:

With reference to the Dodson-Bonneville Section Highway #30 construction at Warrendale.

Last fall an open ditch culvert was dug extending alongside and into my property meeting a dead end. This ditch is hazardous as the sides are caving - in and also prevents me from replacing my road which was taken out during the digging of the culvert. The road ran alongside the culvert on my property. Though there has been a change of construction personnel, I still believe that I can get them to oblige by making one-pass with a bulldozer replacing the road but the cave-ins and the danger of the open culvert still exists.

Recently/last month a group of huge fir trees that were purposly left near this ditch by your personnel and the construction superintendent, plus several trees that were on my property were fallen by the Cascade Locks Light Co. I was informed that permission was received by your office to do this work. Properly placed alongside of the culvert would have helped in reducing the danger of a vehicle going into the ditch. These trees were logged and hauled off. No state or construction personnel were seen or present during this operation.

All of my previous contacts with your office and field personnel have been excellent. Therefore, could your office please advise as to the future plans of this open culvert. What will be placed on the east-side to prevent the road from sliding and widening pass the property-line. (At present the property line is aprroximately twelve inches.)

Thanking you for your kind attention,

Very truly yours,

J.F. Dolezal

P.S. - Most of the trees felled belonged to me (over)

REFERRED TO
Mr. Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

I'm one had the already to give them away...

FH

S-455(1) Gilliam Co. Rds. Oiling 1960
S-456(1) Proj.
#5719

C4A
2226
6-7-60

RECEIVED
SEP 26 1961
FORM E-90X BDM 7-60 20366
FOR FI
5-455(1)
5719

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1961

SUBJECT: FAS 714 and 745
Gilliam County

To: ~~Mr. L. H. Young~~
Assistant Construction Engineer
O F F I C E

On Wednesday, September 20, 1961, I met with Mr. Milton Boyce and we made a field check of Gilliam County Roads oiling project on FAS 714 and 745.

At the present time Gilliam County is engaged in hauling and placing 3/4"-0" rock on the Shutler Road section. Mr. Boyce stated that the county would place whatever depth of this rock was necessary to correct the excessive fines in the base. He assured me that state inspectors were on the job testing the crusher output and also the placing of material on the roadbed. Mr. Boyce estimates that crushing operations will be completed in approximately three weeks.

H. S. Cox
County & City Relations Engineer

HSC:mm

cc: Forrest Cooper
G. L. Decker
A. F. Parson

RECEIVED
SEP 25 1961
STATE HIGHWAY ENGINEER
NOTED

ORIGINAL

RECEIPT FROM

GILLIAM COUNTY CLERK

19345 Condon, Ore., Feb 21 1961

For Payment From Oregon State Hwy Dept

RECORDING		
CIRCUIT COURT		
COUNTY COURT		
FILING		
CERTIFICATE		
SEARCH		
REFUND	Refund on FAS 321	18
MISCELLANEOUS	721-722	
STATE AND TRUST	Road Dept	
		321 18

RECEIVED
FEB 23 1961
ENGINEER
COUNTY & CITY RELATIONS

GILLIAM COUNTY CLERK

File No. 56390 By E H Hayman

MBF DEALER · CONDON GLOBE-TIMES, CONDON, ORE.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

APPROVED NOTED
H. S. COX

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2/17/61	cc 661		511-1024-597

Contract 5719
S-455(1) & S-456(1)

Gilliam County
Condon, Oregon

Attn: County Court

INVOICE NUMBER

68548

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Wherli Canyon Road and Dashtown Road, FAS 724 and 721. Covered by agreement dated June 2, 1960.			
Original advance deposit	$3,650.00		
Less amount previously transferred	2,650.00		$1,000.00
County share total cost as per attached statement	$3,328.82		
Less amount previously transferred	2,650.00		678.82
To be refunded			$ 321.18

RECEIVED
FEB 20 1961
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cost Reported with Request: $ .....

By .....

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED

February 20, 1961

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
Harold C. Ajcis

Gentlemen:

Final costs are now available for the Wherli Canyon Road and Buckhorn Road oiling project, Contract #5719, on FAS 722 and 721, as shown in the attached cost statement. In accordance with an agreement signed June 2, 1960, a refund of $321.18 is due the County in connection with the project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

1-455-(1)

RECEIVED W. C. WILLIAMS

December 28, 1960

FOR **FINAL COST ANALYSIS**

Oiling

Gilliam County Road Oiling
Contract No. 5719

Contractor: J. C. Compton Co.
Resident Engineer: Keats Oliver

Buckhorn Road & Wehrli Canyon Road
Prefix No. 511-1026

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	3.8	Mile	200.00	127.38	484.04	760.00
Haul & Place 3/4"-0 Mat'l in Binder Course	295.00	Cu. Yd.	1.50	2.12	626.55	442.50
Haul & Place Aggregates	2,165.00	Cu. Yd.	1.50	2.12	4,591.92	3,247.50
MC-2 Asphalt	55.66	Ton	46.00	37.86	2,107.62	2,560.36
120-150 Asphalt	197.98	Ton	44.00	36.09	7,144.92	8,711.12
Sprinkling	137.00	M-Gal.	2.00	6.00	822.44	274.00
Force Account (State participation in Flagging)					140.05	140.05
					$ 15,917.54	$ 16,135.53

Gross Revenue	$ 16,135.53
Total Cost	15,917.54
Net Profit	$ 217.99

Net Profit equals 1.35% of Gross Revenue

DETAIL OF COST - Contract No. 5719

Labor:			
Labor and Supervision		$ 3,624.15	
Labor Insurance		282.20	
Health, Welfare and Pension		173.49	
Travel - Transportation		264.63	$ 4,344.47
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		1,603.97	
Equipment Rental, Hired w/out operator		166.80	
Equipment Rental, Hired fully operated		422.51	
Gas, Oil and Grease		882.74	
Bond		76.09	
P.U.C.		103.17	
Small Tools and Misc. Supplies		47.15	
Home Office and General Overhead		130.34	3,432.77
Materials:			
MC-2 Asphalt	55.66 Ton @ $24.65	1,372.02	
120-150 Asphalt	197.98 Ton @ $22.40	4,434.75	
Freight on Asphalt	253.64 Ton @ $9.20	2,333.49	8,140.26
	TOTAL COST		$ 15,917.50

Remarks - Contract No. 5719

This was a "Federal Aid Secondary Project" consisting of the construction of 2.3 miles of Type 0-11 oil mat wearing surface with binder course on Unit "A", East Unit of Buckhorn Road Section, FAS Route No. 722, and the construction of 1.5 miles of Type 0-11 oil mat wearing surface with binder course on Unit "B", Middle Unit of the Wehrli Canyon Road Section, FAS Route No. 721, both units of county roads in Gilliam County.

This project was bid June 1st, awarded June 9th, and completed September 13, 1960.

The contractor moved his oiling equipment onto the Wehrli Road Section and began preparation of base on Tuesday, September 6th. The binder course was shot and completed Thursday and all the oil mat placed, with exception of the seal coat, on Friday. The entire project was completed on Tuesday, September 13, 1960.

The contractor made only a small profit on this project. The excess cost on items 2 and 3 was due to time loss in extra travel by haul vehicles in maneuvering and turning around. The loss on water was due to the long haul of eight miles to the project and of the low bid on this item.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
NOV 30 1960
FOR FILING

S-445 (1)
445 (1)
5719

November 30, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5719 for oiling the Buckhorn and Wakarli Canyon County Roads in Gilliam County was completed by the contractor, J. C. Compton Co., on September 13, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $500.00 will be released to the contractor on or after December 9, 1960. The total contract amount is $16,135.53, of which amount $140.05 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
P. O. Box 117
McMinnville, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

NOTED
H. S. COX

NOTED
C G SWENSON

September 30, 1960

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to advise you that work on the Gilliam County Roads Oiling Section of FAS 721 and 722 was completed on September 13, 1960.

Under the terms of the agreement dated June 2, 1960, the County agreed to assume maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm

Form E-1—(Rev.)—

§ 455(1)
§ 455(1)a.

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 23, 1960

Section Gilliam County Roads
Highway Buckhorn Rd. & Wehrli Canyon Rd. County

Contractor J. C. Compton Co.

Date of contract June 9, 1960

Date work started September 6, 1960

Project authorization . . . . . $ 18,256.50
Exclusive of engineering . . . . $ 16,958.26

Engineering authorization . . . . $ 1,298.24

Engineering cost to date $ 800, 62 %

Kind of work Oiling

Section prefix 511-1026

Contract number 5719

Specified work days 60

Work days used 21

Per cent of time elapsed 35 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 17,208.79

Estimated per cent overrun or underrun . . . . . -1.4 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Date project was completed September 15, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final shipped to the division office on Friday.

Final Report

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1960
NOTED
CE ACE ACE COE

Signed .....

Address Keats Oliver, Box 311, Condon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				3.80	
Miles partially completed					
Miles completed				3.80	
Total estimated quantities (contract)				254 Ton	
Total quantities corrected to date				271	
Estimated quantities moved or placed to date				271	
Average daily quantities				0	
Average daily quantities necessary to complete project on time				0	
Number shifts per day				0	
Hours per shift					
Average force on project for week				0	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
SEP 23 1960
FOR FILING

E 455 (1)
E 456 (1)
E 719

September 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 13, 1960, on Contract No. 5719, Gilliam County Roads Oiling Section, in Gilliam County, in connection with Federal Aid Project Nos. S-455(1) and S-456(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swanson

RECEIVED
SEP 23 1960
FOR FILING

S-455(1)
S-456(1)
5719

September 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 6, 1960, on Contract No. 5719, Gilliam County Roads Oiling Section, in Gilliam County, in connection with Federal Aid Project Nos. S-455(1) and S-456(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBPter

FORM S-123

RECEIVED
JUL - 6 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

A 15500
A 15601
5719

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 6, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5719, awarded June 9, 1960, for oiling the Buckhorn and Wehrli Canyon County Roads in Gilliam County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

Int. Ref 5719 6-24-60 A

RECEIVED
1960

Project Report No.
FOR FILING

S-456(1)
5719

Form R-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Gilliam

Project No.: S-456(1)

FEDERAL-AID PROJECT AGREEMENT

6-24-60

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. 5 mi. N.W. Mayville W. 2.3 mi.
(Buckhorn Road)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-6-60	2.3
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 10,721	$ 6,400

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer June 24, 1960

USComm-DC 40257

June 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Buckhorn Road Section, Project No. S-456(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Asst. Office Engineer

RNC:sw

Encl.

June 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Buckhorn Road Section, Project No. S-456(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

Oregon State Highway Department.

Federal Aid Secondary
Project No. 456(1)

BUCKHORN ROAD SECTION OF THE BUCKHORN ROAD

IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1960

Type Code 5231
Roadway (M.P. 0.0 to M.P. 2.3)(Contract No. 5719)

Preparation of Base	2.30 Mile	$200.00	$ 460.00
Hauling and Placing 3/4" - 0 Material in Binder Course	200 Cu. Yds.	1.50	300.00
Hauling and Placing Aggregates	1,255 Cu. Yds.	1.50	1,882.50
MC-2 Asphalt	30 Tons	46.00	1,380.00
120-150 Asphalt	94 Tons	44.00	4,136.00
RS-1 Asphalt	28 Tons	46.00	1,288.00
Sprinkling	30 M-gals.	2.00	60.00
			$ 9,506.50
Flagging (5% of Contractor's Cost)	All Required (60%)		240.00
	Subtotal		$ 9,746.50
	10% Engr. & Cont.		974.50
	Total		$10,721.00

Length of Roadway . . . . . 2.300 Miles
Cost of Roadway Per Mile. $4,661.30

Federal Funds	$ 6,400.00
State Funds	2,160.50
County Funds	2,160.50
	$10,721.00

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds For Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Gilliam County with the Highway Department.

RECEIVED
JUN 27 1960
FOR FILING

Content 5719 6-24-60

Monthly Transaction No. 6-114

Project Report No. I 4550(4)
I 4560(1)
5719

For (9-[illegible]-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

6-24-60

State to Oregon

County Gilliam

Project No. S-455(1)

~~The State~~, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini: **Co. Rd. 3 mi. W. Mayville N. 1.5 mi. (Wehrli Canyon Road)**

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	5-6-60	1.5
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 7,129	$ 4,200

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer June 24, 1960

USComm-DC 40257

June 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Mehrli Canyon Road Section, Project No. S-455(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Asst. Office Engineer

RNC:sw

Encl.

June 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Wehrli Canyon Road Section, Project No. S-455(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-455-1

MEHRLI CANYON ROAD SECTION OF THE MEHRLI CANYON ROAD IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 14, 1960

Type Code 5231
Roadway (M.P. 4.1 to M.P. 5.6)(Contract No. 5719)

Preparation of Base	1.50 Miles	$200.00	$ 300.00
Hauling and Placing 3/4" - 0 Material in Binder Course	130 Cu. Yds.	1.50	195.00
Hauling and Placing Aggregates	815 Cu. Yds.	1.50	1,222.50
MC-2 Asphalt	20 Tons	46.00	920.00
120-150 Asphalt	64 Tons	44.00	2,816.00
RS-1 Asphalt	18 Tons	46.00	828.00
Sprinkling	20 M-gals.	2.00	40.00
			$ 6,321.50
Flagging (57½ % of Contractor's Cost)	All Required (40%)		160.00
	Subtotal		$ 6,481.50
	10% Engr. & Cont.		647.50
	Total		$ 7,129.00

Length of Roadway . . . . . 1.500 Miles
Cost of Roadway Per Mile. $4,752.66

Federal Funds	$ 4,200.00
State Funds	1,464.50
County Funds ±	1,464.50
	$ 7,129.00

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds For Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Gilliam County with the Highway Department.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/23/60	co-612		NOTED H. S. COX C. G SWENSON ~~511-1026-297~~

INVOICE NUMBER 65382

Gilliam County
Condon, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$3,650.00
Partial transfer county advance deposit for Gilliam County Roads Oiling on FAS 721 and 722, covered by agreement dated 6/2/60.			2,650.00
To be retained			$1,000.00

RECEIVED
JUN 24 1960
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received Upon Request: $_____

By _____

A 150X (REVISED 5-60)

NOTED
V R JONES

NOTED
H. S. COX

June 20, 1960

NOTED
C. G. SWENSON

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $3,650 for the Gilliam County Roads Oiling Project on FAS 721 and 722. Contract No. 5719 has now been awarded to J. C. Compton Company.

Enclosed are a copy of the contract for your files and also another set of plans and specifications. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County and City Relations Engineer

HSC:mm
Encl.

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
June 8, 1960

Mr. R. L. Porter
Office Engineer
Building

Gilliam County Roads Oiling
FAS 721 and 722

NOTED
H. S. COX

The required advance deposit in the amount of $3,650 for the subject project has been received.

This project is now ready for award of a contract.

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G. SWENSON

June 3, 1960

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
R. JONES

Gentlemen:

On June 1 a satisfactory bid was received from J. C. Compton Company of McMinnville for the Gilliam County Roads oiling project on FAS 721 and 722. As per agreement between county and state, the following advance deposit is required of the county prior to awarding of a contract:

Bid Items	$15,828.00
Anticipated Items (Flagging)	400.00
	$16,228.00
Engineering & Contingencies (12½%)	2,028.50
Estimated Total Cost	$18,256.50
County Share, 20%	$ 3,651.30 or say $3,650

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $3,650, forwarding same to this office. When this deposit is received a contract can be awarded for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:ms

RECEIVED
JUN 14 1960

FOR FILING
1455(1)
8-456(1)
5712

#5719

Salem, Oregon
June 7, 1960

MISC. CONTRACTS and AGREEMENTS No. 2226

FAS Project Agreement
Gilliam County

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Gilliam County covering the Gilliam County Roads Oiling Project on FAS 721 and 722 in Gilliam County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Gilliam County.

Secretary

xn
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1960

SUBJECT: FAS Project Agreement
Gilliam County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Gilliam County Roads Oiling Project on FAS 721 and 722 in Gilliam County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/11/58.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

APPROVED BY HIGHWAY COMMISSION
Date 12-11-58 Min Page 30902
Floyd Quesy
Secretary

RECEIVED
JUN - 8 1960
FOR FILING

A-455(1)
A-456(1)
5719

June 7, 1960

County Court of Gilliam County
Court House
Condon, Oregon

Gentlemen:

We are enclosing for the records and files of Gilliam County a fully executed copy of an agreement between the State Highway Commission and Gilliam County covering the Gilliam County Roads Oiling Project on FAS 721 and 722 in Gilliam County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
H. S. COX

May 11, 1960

NOTED
H. R. JONES

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
Harold C. Avers

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Gilliam County Roads oiling project on FAS 721 and 722.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $19,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the County's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than May 25.

It is presently planned to accept bids for this project on June 1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

MEMO TO J. W. NASH
4/14/60

NOTED
C. G SWENSON

FAS 721, GILLIAM COUNTY

NOTED
H. S. COX

TERMINI: From FAS 722 southerly 1.5 miles.

PROPOSED WORK: Construct 2-lane O-11 oil mat.

PROJECT LENGTH: 1.5 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$8,000	$4,800	$1,600	$1,600 (Co.)

EXISTING FACILITIES: Crushed rock wearing surface, 22' minimum width, being constructed by Gilliam County. No substandard grade or alignment.

ADJACENT SECTIONS

NORTH END: On FAS 721 existing 18' bituminous surface with 2' shoulders.

SOUTH END: 20' light gravel wearing surface, 30' subgrade road width.

PROJECT DATA: Construct type O-11 oil mat wearing surface 18' in width on grade and base prepared by Gilliam County to state standards. Gilliam County will place shoulder rock 2' in width after completion of FAS project.

ROW WIDTH:	Minimum 50'.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATION:	None.

FAS 721 serves large wheat ranches, on school bus and mail route.

NOTED
JOHN L [illegible]

HSC:mm

MEMO TO J. W. NASH
4/14/60

NOTED
C. G SWENSON

FAS 722, GILLIAM COUNTY

NOTED:
H. S. COX

TERMINI: West end 1.2 miles east of North Fork-Butte Creek Road; easterly 2.3 miles to FAS 721.

PROPOSED WORK: Construct 2-lane O-11 oil mat.

PROJECT LENGTH: 2.3 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$12,000	$7,200	$2,400	$2,400 (Co.)

EXISTING FACILITIES: Crushed rock wearing surface, 22' minimum width, being constructed by Gilliam County. No substandard grade or alignment.

ADJACENT SECTIONS:
WEST END - On FAS 722 existing 20' gravel wearing surface and 22' roadway.
EAST END - Junction with FAS 721 existing 18' bituminous surface with 2' shoulders.

PROJECT DATA: Construct type O-11 oil mat wearing surface 18' in width on grade and base prepared by Gilliam County to state standards. Gilliam County will place shoulder rock 2' in width after completion of FAS project.

ROW WIDTH:	Minimum 50'.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

FAS 722 serves large wheat ranches, on school bus and mail route.

NOTED
JOHN D. [illegible]

HSC:mm

10/28/59

FAS 722 County County Contract No. 5719

Section

Location 51-C-157; E. Bdy Iowa Hy 92

12-28 59

10/28/59

FAS 722 County County Contract No. 5719

Section

Location 59-C-157 } E. End looking W

10-28-59

Photo of FAS 722

From E. End looking W.

10/28/59

FAS 721 County Gilliam Contract No. 5719

Section

Location 5? (158 ; M.P. 5.6 Schamp Rd. looking North

10-28-59

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Section Siletz - Toledo Highway [illegible] County Lincoln Prefix

Co. Engr. Length of Project 2.9 Miles. Sta. to Sta. Date

Reported Last Examination, [illegible]

TYPICAL SECTIONS Roadbed Cross-Section

[illegible] Required Base & Wear — Designed Base & Wear

[illegible] Store Right

To be provided by County

[illegible] 12" thick rock or gravel base.

[illegible] State Right

To be provided by County

[illegible] Typical Section

25% Lts
57% - 200
56% Silt
27% Clay
10 K Value

Note: The existing base will be built from [illegible] to [illegible] and shall consist [illegible] total [illegible] of soil, gravel, [illegible] or mixture of materials during construction operations.

* Compacted thickness based on 1/2 the depth of test pit excavation.

RECEIVED
MAR 6 1959
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
FEB 27 1959

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI
[illegible] Lincoln County [illegible] miles [illegible] Hwy.										
Representative test of existing base.	46-722	2.80	[illegible] Rock	1½"	30%	16.1	18.1	---	---	---

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [illegible] Soils Engineer

Recommended by [illegible] Construction Engineer

Recommended by

Approved [illegible] Engineer of Tests

NOTED
Harold C. Ayers

Salem, Oregon
February 11, 1959

NOTED
C. G. SWENSON

Gilliam County FAS Oiling
FAS 721 and 722

Mr. Tom Edwards
O F F I C E

NOTED
John F. Hagemann

Special provisions for the subject named projects have been examined and found to be consistent with the projects as proposed by the county and approved by the Highway Commission.

As per previous correspondence these two oiling projects will not be contracted until the spring of 1960 as the county will not be able to complete its preliminary work until then.

It would probably be desirable to recheck the mileage after the county has completed its grade and base work.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:ma

cc: V. G. O'Neil
Frank Hall
Vic Wolfe

NOTED
JOHN D. GRAHAM

MEMO TO FILES
2/6/59
(County Contacted 2/3/59)

GILLIAM COUNTY - 1959 OILING CONTRACT

County proposes to start placing pit run gravel on FAS routes 714 and 725 about February 10. The crushing plant will be moved to a quarry in the Blalock Canyon at about the same time and will begin production of leveling course and oil aggregates. Completion of these two sections and the Sniption Canyon Road (FAS 724) is expected to be about June 1. The county wishes the three roads to be included in one contract to be let in May, 1959.

The Wehrli Canyon and Buckhorn Roads, FAS Routes Nos. 721 and 722 would be contracted in 1960.

V. R. Jones
Field Engr., County & City Relations

VRJ:mm

NOTED
C. G. SWENSON

Salem, Oregon
January 27, 1959

NOTED
Harold C. Ayers

Oiling Project
FAS 714, 725
Gilliam County

Mr. Tom Edwards
O F F I C E

NOTED
V. R. JONES

NOTED
John F. Hagemann

The special provisions for the subject named county FAS oiling projects have been examined and found to be consistent with the projects as proposed by the county and approved by the Highway Commission.

The field data for the Snipton Road project referred to in the letter of transmittal from Division V has been in Salem for some time; however advertising for bids has been held pending completion or substantial completion of the grade and base which is to be done by the county.

Also approved by the Highway Commission is 3.8 miles of oiling on FAS 721 and 722 south of Conion. If the county can get these ready for oiling in time they should probably be combined with FAS 714 and 725 as well as Snipton Road.

Someone from this office will contact the county within the next two weeks and determine its schedule of work for all sections of road involved. You will be advised as soon as this information is available.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:dg
cc: Mr. V. G. O'Neil
Mr. Frank Hall

NOTED
Harold C. Ayers

December 12, 1958

NOTED
V. R. JONES

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Gentlemen:

On December 11 the Highway Commission approved the County FAS projects as described in the attached tabulation which is believed to conform with your initial request. The survey for these projects will be done under the supervision of our division office with headquarters at La Grande.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att. 58-R

NOTED
C. G. SWENSON

PROPOSED PROJECTS
GILLIAM COUNTY

FAS 714, 721, 722, and 725 - Gilliam County Road Oiling Project, 7.2 miles, $35,000.

The sections are as follows:
FAS 714: From FAS 725 southerly 1.5 miles
FAS 721: From FAS 722 southerly 1.5 miles
FAS 722: From Fas 721 easterly 2.3 miles
FAS 725: From FAS 714 easterly 1.9 miles

The proposed project is to construct an 18' wide type 0-9 oil mat wearing surface on FAS 714 and 725 and an 18' wide type 0-11 oil mat wearing surface on FAS 721 and 722, using county furnished aggregate. Gilliam County will grade and place base material prior to the FAS project and place shoulder rock (2' wide) after oil mats are completed. The county cannot determine at this time whether they will be able to complete the preliminary work prior to July of 1959 or July of 1960. This information will be furnished by the county as soon as possible, which will probably be after this winter's road damage has been determined.

58-h
10/20/58

Highway Commission approved December 11, 1958.

NOTED
H[illegible] C. Ayers

November 26, 1958

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

Gentlemen:

Our Soils Division has completed its soils investigation in connection with the proposed FAS projects on FAS 714, 721, 722, and 725 and has made the following recommendations for a base design for use under an oil mat wearing surface.

FAS 714 - On new grade - 2" leveling course
7" bottom course
9" Total

Where existing rock on road is not disturbed the bottom course base to be placed can be reduced to 4" due to a credit of 3" for the existing base rock.

FAS 725 - On new grade - 2" leveling course
7" bottom course
9" Total

Where existing rock on road is not disturbed the bottom course base to be placed can be reduced to 4" on the westerly 1.5 miles due to a credit of 3" for existing base rock. On the easterly 0.4 mile the existing rock can be credited for 6" and no additional bottom course rock would be required if 3" rather than 2" of leveling course rock is placed.

FAS 721 & 722 - On new grade - 2" leveling course
12" bottom course
14" Total

Existing rock is credited for 4" so that 8" of new bottom course base rock would be required where existing rock on road is not disturbed in grading operations.

The leveling course referred to could be either 3/4 "-0" or 1 "-0" crushed rock and the bottom course base could be course crushed rock or quarry-run rock properly processed with a grid-roller.

NOTED
C. G. SWENSON

The base design for FAS 721 and 722 is based on a reported frost penetration in this area of 30 inches.

Attached is a map upon which the sections involved are shown in red. If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: Mr. Milton Boyce
County Roadmaster

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1958

SUBJECT: FAS #721 and #722
Gilliam County

To: Clarence Swenson
County & City Relations Engineer
O F F I C E

RECEIVED
NOV 25 1958
ENGINEER
COUNTY & CITY RELATIONS

A soils investigation has been completed on the above projects. This was for the purpose of determining surfacing depths and at the request of John Hagemann.

Traffic classification is light.

Frost reported as 30 inches.

Typical soil is a silty loam with an "R" value of 10.

Recommendations for new work, based on frost penetration are as follows:

1¼"	C-11
2"	Level
12"	Coarse Crushed
15¼"	Total

Existing base in place is clean and can be given full credit toward surfacing depth where it will not be contaminated or destroyed by grading operations.

G. L. Decker
Staff Assistant

GLD/lg

cc: Tom Edwards
A. F. Parson
V. Moore

#721 4" Exist.
#722 4" "

15-1077 Trail-McLeod Sec. of Crater Lake Hwy. (grade widening) 1960

#5720

RECEIVED
NOV 10 1960
FOR FILING

15 1171

5720

November 9, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5720 for grading the Trail-McLeod Section of Crater Lake Highway in Jackson County was completed by the contractor, Angell Brothers, on September 2, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $932.51 will be released to the contractor on or after November 19, 1960. The total contract amount is $29,273.00, and no force account work was performed on the project.

You have been previously notified that a claim has been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
OCT . 1960
FOR FILING

15 1017
5720

October 27, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A letter, dated October 26, has been received from Anthony J. Miller, Trail, advising that Angell Brothers owe him $80.00 for truck and driver rental in connection with a road construction project on Highway 62, above Trail.

This appears to be our Contract No. 3720 for grading the Trail-McLeod Section of the Crater Lake Highway in Jackson County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Angell Brothers
4514 N. Lombard
Portland 3, Oregon

NOTED ON CARD
lc

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
OCT 1960
FOR FILING
11 1171
5720

October 27, 1960

Mr. Anthony J. Miller
P. O. Box 217
Trail, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 26, addressed to Mr. W. C. Williams, stating that Angell Brothers owe you $80.00 for truck and driver rental furnished in connection with a highway construction project above Trail. This appears to be in connection with our Contract No. 5720.

Our records show that this contract was completed September 2, 1960 but has not yet been accepted by the Highway Commission.

The United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. 5th Ave., Portland 1, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, it should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

In the meantime this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

Enc.
CWH:fp

Oct. 26, 1960
Trail, Oregon

#5720

W. C. Williams, Engineer
State Highway Dept.
Salem, Oregon

Dear Mr. Williams:

August 29, 1960 Arleigh A. Anderson of Trail (State Highway Engineer) + H. L. Adams, Box 26, Rt. 4, Dalles, Oregon, engaged one of my trucks + driver to haul rock on the Highway 62 road construction project above Trail.

It has been 2 months since I sent a statement to Angell Bros. Construction Co. of 6514 N. Lombard St, Portland 3, Oregon, who had the contract for this project + they have not paid the $80.00 they owe me yet.

Would your office please look into the matter for me?

Gratefully,
Anthony J. Miller, of
Tony Miller Shale Co.
P. O. Box 217
Trail, Oregon

RECEIVED
OCT 27 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT
FOR FILING

14-1077

5720

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 13, 1960

SUBJECT: Supplementary Report on
Trail-McLeod Section
Contract No. 5720

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

The beneficial results of work performed under this contract are as follows:

1. Four (4) rock points were removed. This removal resulted in widening the inside of these curves a maximum of 10 feet. Six feet was used for easing the roadway and four for providing shoulder area and increased sight distance.

2. The material from these four points was used to widen the inside of fill curves.

3. In addition, 3,000 feet of roadway, with an original average of 18 feet of pavement and 2 feet of shoulders, was improved to provide a minimum of 22 feet of roadway with 4-foot shoulders. In many cases the original roadway was paved right up to the cutbank.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc F. D. Morgan

RECEIVED
OCT 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
FORREST COOPER

RECEIVED
OCT
FOR FILING
12 1077
5720

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. G. WILLIAMS

Roseburg, Oregon
Sept. 30, 1960

SUBJECT: Narrative Report on Trail-McLeod Section, Contract 5720

To: Mr. L. H. Young
Asst. Construction Engineer
Salem, Oregon

I submit the following narrative report on the construction of the intermittent widening of the Trail-McLeod Section of the Crater Lake Highway in Jackson County.

This project, which consists of intermittent widening work on several miles of the above mentioned section of highway, was awarded to Angell Brothers of 6514 N. Lombard, Portland 3, Oregon, on June 9, 1960. Work consisted of removing rock points to improve sight distance and increase roadbed width. Contract was for equipment time on an hourly basis and amount of contract was $26,980. Project Authorization included fund for State Force Work (bas and surfacing, blading, dump trucks, foreman, drainage and laborers) in the amount of $14,800. This made the total project authorization of $47,002.50.

Work on the project started June 20, 1960 at Station 1138+50 to Station 1140+50. As this was a dirt cut, it allowed the shovel and dump trucks to operate while the drilling was being started at Station 1111 to 1116. The drilling progressed so slowly that, upon completion of the work at Station 1139, the shovel and trucks were moved to Station 1087 to 1092+50 to dig what material was available without the necessity of drilling and shooting.

At this time, June 27, 1960, it was decided to operate the drilling equipment on two eight-hour shifts per day, as it was evident that the 210 compressor and the two 50-pound jackhammers would not be able to keep ahead of the shovel. These jackhammers could average only 46.5' of drilling per day, each. Extra labor had to be added to work with the drill crews to hand muck the overburden which was encountered. This operation was necessary because limited right of way made it impossible to operate dozer at top of cuts. The first drilling performed

on the project was on 6' centers. This shot the rock so large that the small equipment could not handle it. Future drilling had to be reduced to 4' centers. This retarded the drillingspeed even more.

The D8 cat, which normally would have been used for mucking overburden, could not work on top of the cuts for lack of right of way. In most instances, the width from the top of existing cuts to the right of way line did not exceed 6' to 8'. The D8 was also too wide for use in the cuts due to the narrow strips of material which were removed. An attempt was made to let the cat work partially on the existing pavement, but this caused extensive damage to the road and had to be discontinued. On July 11, 1960, the D8 cat was released from the job and an HD 5 front end loader with road pads was placed in operation.

As the location of Station 1113+50 to 1116 is adjacent to a summer resort, blasting was held at an extreme minimum in regard to amount of powder used. It was also required to blanket the shots at this location to avoid excessive damage to the cabins which would have resulted from flying rock. Blanketing was not required at the other work areas on the project, but shots were performed with minimum powder usage in concern for adjacent tlephone lines which were present at all areas.

After Station 1111 to 1116 was shot, July 5, 1960, the shovel and trucks were moved to this location and the drillers moved to Station 1087-1092+50 to perform any necessary drilling. The schedule for the remainder of the project was in the order of the drilling to progress back along the job in an attempt to provide material for the shovel and trucks. Due to the slow progress of the drilling, this resulted in some shutdown time on the shovel and trucks.

During this shutdown time, it became apparent that more drilling equipment would have to be added to avoid an extensive delay. A large compressor and 4 jackhammers were employed 2 shifts per day for one full week, August 2 to August 8. This eased the situation but did not correct it. In all locations an extensive amount of re-drilling was necessary. All cuts exceeded ten feet in depth and were as deep as 25'. As the steel was required to be only 10' in length, the cuts had to be shot down in a series of three separate operations. Considerable cleanup drilling was required in the ditch lines to provide adequate drainage. All shooting was performed in small sections per shot at each cut to avoid long delays in traffic movement resulting from the material which would cover the pavement. This was necessary through the fact that a State scoopmobile was the only available machine which could clear the roadway. Due to the extremely heavy tourist and log truck traffic, a 10-minute delay would often create a line of traffic as much as a mile in length.

Inadequate right of way along the project resulted in the hauling of the majority of the material. Due to lack of width along the existing pavement, trucks had to park in the road while being loaded. Short delays in traffic were necessary while loading was performed. Although flagmen were employed and one-way traffic was provided past the operation at nearly all times, it was found to be undesirable to move traffic during loading operations because of the danger of the large rock falling from the shovel bucket onto passing trucks and automobiles. This necessitated waiting periods between loads while traffic was moved.

All installation or extension of pipes was performed by State Maintenance crews. This was carried out satisfactorily and no delays resulted.

Required blade work on the job, which was an obligation of the State, could not be performed efficiently because of conflicting schedules with normal State Maintenance operations.

It is recommended that projects of this type, at least those on the Crater Lake Highway, be let under the following conditions:

1. Project should be contracted on a regular unit price basis.

2. Work should be done between September 1 to May 30th, during periods of lowest traffic.

3. Flagging of traffic should be on a regular 57.5% basis.

4. Extra right of way should be acquired at critcal points as present width is too confining.

F. D. Morgan
Division Engineer

dls
cc: Jack C. McCormick

RECEIVED
1960

Form E-1—(Rev.)—

15-1077

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 2 Sept 60, 19

Section Trail - McLeod

Highway Crater Lake County Jackson

Contractor Angell Brothers

Date of contract 9 June 60, 19

Date work started 19 June 60, 19

Project authorization $ 47,002.50

Exclusive of engineering $ 43,660.10

Estimated cost of completed project, exclusive of engineering

Estimated per cent overrun or underrun

Per cent of contract completed, based on estimated cost

Engineering authorization $ 3342.40

Engineering cost to date $ 2800, 84 %

Kind of work grading

Section prefix 15-1077

Contract number 5720

Specified work days 80

Work days used 54

Per cent of time elapsed 67 %

State 14,800.00

Contractor $ 29,217.00

overrun

State 1.0 %

Contractor 95 %

Contractor's share 100 %

Date project was completed 2 Sept 60, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100		100				

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor performing general cleanup and finish work all week. Contractor was terminated as of 3:00 pm, 2 Sept 60.

Minor amount of finishing to do which will be performed by State Maintenance crew. Maintenance crew worked three days during week on backfilling of cuts and skin patching pavement.

FINAL REPORT.

NOTED

Note:
W. N. Juve

Signed Jack L. McCormick res engr

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
		drill crew	clearing crew		
Miles in project	8.0	8.0	8.0		
Miles partially completed	1.37	1.37	1.37		
Miles completed	1.37	1.37	1.37		
Total estimated quantities (contract)	1720 hr	670 hr	670 hr		
Total quantities corrected to date	1342.5	2599	72		
Estimated quantities moved or placed to date	1342.5	2599	72		
Average daily quantities	8	24	0		
Average daily quantities necessary to complete project on time	1	3	0		
Number shifts per day	1	1	0		
Hours per shift	8	8	0		
Average force on project for week	2	3	0		

Men	4
Supervision	1
Men and trucks under 3 tons	1
Men and trucks over 3 tons	1
Men and tractors	

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers: ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	rain		
Friday	fair		
Saturday			

FORM E-128

RECEIVED
JUL - 6 1960
FOR FILING

15-1077

5720

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 5, 1960

Angell Brothers
6514 North Lombard
Portland 3
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5720, awarded June 9, 1960, for grading the Trail-McLeod Section of Crater Lake Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
JUL - 1 1960
FOR FILING

15-1077
5720

A

June 30, 1960

Oregon State Highway Commission

Gentlemen:

At 8:00 a.m., June 22, 1960, permission was granted for the establishment of a 25 mile-per-hour construction speed zone on the Crater Lake Highway between M. P. 22.00 and M. P. 30.00, which is under construction at the present time.

Your concurrence is requested in the establishment of a 25 mile-per-hour construction speed zone on the Crater Lake Highway, No. 22, between M. P. 22.00 and M. P. 30.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

VPJ:pk ms

cc: Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. F. B. Crandall

FORM E-123-X 50M 6-59

RECEIVED
JUN 23 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

15-1077

5720

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 23, 1960

Mr. Lee Bown
Deputy Superintendent
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Mr. Bown:

Effective June 22, 1960, at 8:00 A.M., a 25 MPH construction speed zone was established on the Crater Lake Highway between M.P. 22.88 and M.P. 30.88.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By
FOR F. B. Crandall
Traffic Engineer

VPJ:pk
bc: G. S. Paxson

RECEIVED
JUN 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 - 1960
FOR FILING

15-1077

5720

April 29, 1960

Oregon State Highway Commission

Gentlemen:

On instruction of the Commission, an investigation was made of some contract betterment work on the Crater Lake Highway easterly from Trail.

A field estimate has been received in the amount of $60,000 which contemplates some widening on intermittent sections done on equipment rental basis, with some state force items for widening pavement and other minor items.

This matter was reported to Mr. Jackson by telephone on April 28. Mr. Jackson requested that the matter be discussed with Mr. Fridley and if he concurred that bids be taken for the work on June 1. This was done and with Mr. Fridley's concurrence we are proceeding on this basis.

This matter will be on the agenda for your confirmation at the meeting on May 10.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn ae

RECEIVED
APR 29 1960

FOR FILING

15-1077

5720

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1960

SUBJECT: Improvement of Crater Lake Highway

To: Memo to the File:

On instruction of the Commission, an investigation was made of some contract betterment work on the Crater Lake Highway easterly from Trail.

A field estimate has been received in the amount of $60,000 which contemplates some widening on intermittent sections done on equipment rental basis, with some state force items for widening pavement and other minor items.

Mr. Jackson, on this date, requested that the project be worked up and bids taken on June 1, with the further request that the expenditure be approved by Commissioner Fridley in the absence of Chairman McIver. Mr. Fridley's approval was secured by telephone this date.

This matter will be on the agenda for confirmation at the May 10 meeting.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

RECEIVED
APR - 6 1960
FOR FILING
15-1077
5720

PLEASE RETURN TO
FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1960

NOTED
W. C. WILLIAMS

SUBJECT: Improvement
Crater Lake Highway

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

At the last Commission meeting, a group from the Crater Lake Highway area requested some minor betterment work between Trail and Prospect, with specific reference to widening some narrow rock points, widening of pavement, and improvement of sight distance.

Please make a study of this section and report on improvements which could be made along this line. Bear in mind that the section above the proposed Lewis Creek reservoir site is being programmed under forest funds for improvement and will probably be taken care of with forest funds; no money should be expended in that area. The area from Trail to the upper end of the Lewis Creek reservoir is the specific area in which minor betterment could be justified since there seems to be no immediate funds available for the Lewis Creek dam construction.

The report should cover the entire section with the corrections listed in order of priority. $50,000 is a tentative sum for consideration.

W C W

Bring with about 12

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper

BU 4/4/60

NOTED
FORREST COOPER

RECEIVED
MAR 21 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1960
FOR FILING

15 077

5720

Salem, Oregon
March 17, 1960

Improvement
Crater Lake Highway

Mr. Tom Edwards
Construction Engineer
O F F I C E

At the last Highway Commission meeting a group from the Crater Lake Highway area requested some minor betterment work on the section between Trail and Prospect; by minor betterment, they referred to widening of narrow rock points, widening of pavement, improvement of sight distance, and other things of this nature.

Will you please have someone make a windshield study and see what could be done on the worst places for some nominal sum of money - say $50,000.

Forrest Cooper
Deputy State Highway Engineer

FC:fh

cc Mr. W. C. Williams

306-1717 Eastside ("F" St.) stone base & pav. proj. 1960

#5721

RECEIVED
NOV 10 1960
FOR FILING
306 1717
5721

November 9, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5721 for stone base-paving of "F" Street in Eastside, Coos County, was completed by the contractor, Robert Angell, on August 30, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $500.00 will be released to the contractor on or after November 19, 1960. The total contract amount is $16,562.20, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

306-1717

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 2, 1960

Section Eastside ("E" Street)

Highway Oregon Coast County Coos

Contractor Robert Angell

Date of contract June 9, 1960

Date work started July 20, 1960

Project authorization . . . . . $ 20,201.83

Exclusive of engineering . . . . $ 18,765.07

Kind of work Stone Base, Paving

Section prefix 306-1717

Contract number 5721

Specified work days 60

Work days used 26

Per cent of time elapsed 43 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 16,562.20

Estimated per cent overrun or underrun . . . . . -11.7 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 1,436.56

Engineering cost to date $ 1,334.53, 93 %

Date project was completed August 30, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

No activity by contractor this week.

Mayor and Road Commission of Eastside were contacted this week and it was requested of them to send aletter to this office (North Bend) stating the project is acceptable to them or any additional work they felt is needed.

RECEIVED
SEP 6 1960
CE ... AGE COE
EWB

NOTED

Noted
W. N. Juve

Signed By Paul R. Barnhart
B. D. Johnson

Address Box 496 North Bend, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.28			0.28
Miles partially completed		0.28			0.28
Miles completed		0.28			0.28
Total estimated quantities (contract)		1,860			650
Total quantities corrected to date		1,679			625.55
Estimated quantities moved or placed to date		1,679			625.55
Average daily quantities		65			24
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	O'cast		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Showers		
Friday	Fair		
Saturday			

RECEIVED
AUG 30 1960
FOR FILING
306-1717
5721

August 30, 1960

Mr. John C. Marchant, Recorder
City of Eastside
Post Office Box 325
Eastside, Oregon

Dear Mr. Marchant:

Reference is made to your recent letter concerning the damage to one of your concrete culverts as a result of the contractor's actions on the Eastside City Street Section, Contract No. 5721.

I have checked with our field engineers and am advised that the contractor has repaired the damage to the culvert in a manner satisfactory to the City of Eastside. This apparently would end the matter.

Very truly yours,

R. C. Williams
State Highway Engineer

FBK:fp me

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. R. L. Porter
Mr. C. H. Maison
Mr. F. D. Morgan

RECEIVED
AUG 31 1960
FOR FILING
306-1717
5721

PLEASE RETURN TO
FORREST COOPER

PHONE CO 7-6811

CITY OF EASTSIDE

P. O. BOX 325
EASTSIDE, OREGON

REFERRED TO
State Highway Engineer

1795

August 16, 1960

State Highway Commission
Salem, Oregon

Attention
W. C. Williams

Dear Mr. Williams:

The City Council requested me write you that when the contractor was tarring F Street the truk caught fire and tar ran into the near-by culverts.

They will appreciate your not accepting the improvement until the culverts are cleaned out.

Yours very truly,

City of Eastside

By John L. Merchant

Recorder

FDW

RECEIVED
AUG 18 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 18 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128

RECEIVED
JUL - 5 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

306-1717

5721

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 5, 1960

Mr. Robert Angell
528 Sixth Avenue
Eastside
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5721, awarded June 9, 1960, for stone base-paving "F" Street in Eastside, Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
MAY 11 1960
FOR FILING

306-1717
5721

May 10, 1960

John C. Merchant, City Recorder
City Hall
Eastside, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Eastside a fully executed copy of an agreement between the State Highway Commission and the City of Eastside covering the Special City Allotment project on F Street in Eastside.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAY 17 1960
FOR FILING
306-1717
5721

Salem, Oregon
May 10, 1960

Sp. State Tax St Funds #119

$250,000 Fund Agreement
City of Eastside

Mr. C. G. Swanson
City & County Relations Engineer
O f f i c e

Attention: Mr. H. C. Ayers
Field Engineer, County & City Relations

Attached is a conformed copy of an agreement with the City of Eastside covering the Special City Allotment project on F Street in Eastside.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Eastside, Oregon.

Secretary

rn
Attach: 1

FORM E-30X 80M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: $250,000 Fund Agreement
City of Eastside

Attached are three copies of an agreement covering the Special City Allotment project on F Street in Eastside. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 12/16/59.

H. C. Ayers

H. C. Ayers
Field Engineer, County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

Approved by Highway Commission
Date 12-16-59 Minute Page 16
Hoyt Quarry
Secretary

RECEIVED
FEB 11 1960
FOR FILING

306-1717
5721
Eastside

NOTE:
W. C. WILLIAMS
2-8-60

LOCATION PROSPECTUS
NINTH STREET TO FOURTEENTH STREET
"F" STREET, EASTSIDE
COOS COUNTY

The following prospectus is submitted concerning the above-mentioned section of "F" Street in Eastside. The overall length of the project is 0.30 mile.

This will be a location survey to prepare plans, specifications and estimates for surfacing and paving on existing alignment.

The typical section will consist of a 20-foot traveled way with 4-foot shoulders. The tentative base design by G. L. Decker is:

Paving, Base and Wear	3" A. C.
Top Course, Base	2" 3/4"-0 Crushed
Bottom Course, Base	6" Coarse Crushed
Total Depth	11"

Final agreements with the city will be necessary.

February 8, 1960

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
Frank Morgan (2)
M. M. Stump
C. H. Armstrong
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

COOS BAY

OREGON COAST HWY

COALBANK SLOUGH

1ST MILE

SLOUGH

COOS RIVER ROAD

U.S. Harbor Line

COOS BAY

CITY LIMITS

MILL RACE SLOUGH

HIGH WATER LINE

T.25 S. R.13 W.
T.25 S. R.12 W.

CATCHING SLOUGH

COOS RIVER

EASTSIDE

Scale in Feet

0 1000 2000 3000

310-1728	Winston (Suksdorf St. & Grape Ave.) stone base & Paving Proj.	1960
#5722		

S. State
Cor. Street
Deed 137

-1960 proj-

OREGON STATE HIGHWAY DEPART[illegible]

INVOICE

NOTED H. S. COX

NOTED C. G. SW[illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/16/60	cc 649		3[illegible]-295

INVOICE NUMBER: 67806

City of [illegible]
[illegible], Oregon

Attn: K. J. Klove, City Recorder

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: City's share of cost of Drape and Dakelorf Streets hearing and paving project. Covered by agreement dated May 10, 1959.		NOTED Harold C. Ayers	
Advance Deposit			$7,000.00
As per attached statement			
Total cost $25,232.47			
Agreed State share 20,000.00			5,232.47
Agreed City share			$1,767.53
To be refunded			

RECEIVED DEC 19 1960 ENGINEER COUNTY & CITY RELATIONS

ACC[illegible] REQUEST

By [illegible]

A 150 (REVISED 7-60)

Form A-191—1064—

OREGON STATE HIGHWAY DEPARTMENT

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON NOTED
H. S. COX

Address invoice to:
City of Winston
Winston, Oregon

Attention of K. J. Kleve, City Recorder

Request No. (assigned by staff engineer or head of division) cc-649

Date 12/15/60

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City's share of cost of Grape and Suksdorf Streets basing and paving project. Covered by agreement dated May 10, 1959.

Itemized Statement: City Advance Deposit $7,000.00

Quantity	Unit	Description	Unit Price	Amount
		As per attached statement		
		Total cost = $25,231.47		
		Agreed State share = 20,000.00		
		Agreed City Share =		5,231.47
		PAYMENT DUE CITY =		$1,767.53

NOTE -
JOHN D. GRAHAM

Has payer made payment for this service?

If so, what is amount of payment? . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? $7,000.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:
304-1702-295

Submitted by:
H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COSTS

December 16, 1960

SPECIAL CITY ALLOTMENT PROJECT
CITY OF WINSTON

Contract No. 5722
Grape and Suksdorf Streets

Payments to Contractor:

	Item	Quantity		@	Total
1.	Adjust manholes	11	only	$50.00	$ 550.00
2.	Coarse crushed material	3608	c.y.	3.00	10,824.00
3.	3/4"-0" material in base	698	c.y.	3.50	2,443.00
4.	Sprinkling	220	M/gal.	3.00	660.00
5.	Preparation of base	All		750.00	750.00
6.	Furnish & place aggregates	458	c.y.	6.75	3,091.50
7.	120-150 asphalt	32.5	tons	50.00	1,625.00
8.	RS-1 asphalt	9.61	tons	60.00	576.60
9.	Extra paving approaches	46	only	30.00	1,380.00
10.	Class B asphalt in approaches	All required		--	878.75

Subtotal, Contract Items	$22,778.85
Engineering & Contingencies	1,705.57
Survey	748.05
Total Cost	$25,232.47
Agreed State Share	20,000.00
Agreed City Share	$ 5,232.97
City's Advance Deposit	7,000.00
REFUND DUE CITY	$ 1,767.03

HCA:mm

RECEIVED
SEP 30 1960
FOR FILING
311 1737
5722

September 28, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5722 for stone base-oiling Sunset Street and Grape Avenue in Winston, Douglas County, was completed by the contractor, J. C. Compton Co., on August 5, 1960, and was formally accepted by the Highway Commission on August 16, 1960.

Final payment in the amount of $683.35 will be released to the contractor on or after October 8, 1960. The total contract amount is $22,778.35, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
P. O. Box 117
McMinnville, Oregon

Form E-1—(Rev.)—

310 - 1728.

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 6, 1960

Section Winston (Suksdorf St. & Grape Ave.) Kind of work Stone base & Oiling

Highway City Streets County Douglas Section prefix 310-1728

Contractor J. C. Compton Co. Contract number 5722

Date of contract June 9, 1960 Specified work days 60

Date work started July 22, 1960 Work days used 12

Project authorization . . . . . $26,888.06 Per cent of time elapsed 20 %
Exclusive of engineering $24,976.02

Estimated cost of completed project, exclusive of engineering $24,976.02

Estimated per cent overrun or underrun . . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . . 100 %
Engineering authorization $1,912.04

Engineering cost to date $1,056.55, 55 % Date project was completed August 5, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed the oiling of the project on Monday.

After a three day waiting period he completed the final seal on Friday of this week.

CONSTRUCTION DIVISION
RECEIVED
AUG 8 1960
NOTED-- CE ACE ACE COE

NOTED
FORREST COOPER

NOTED

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed J. R. Hagedorn

Address John R. Hagedorn, Res. Eng'r.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.62		0.62	
Miles partially completed					
Miles completed		0.62		0.62	
Total estimated quantities (contract)		4,560		56 ton oil 526 cy 458 cy	
Total quantities corrected to date		4,291		42.11 ton	
Estimated quantities moved or placed to date		4,291		42.11 ton oil 458. cy	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		6			
Men		5			
Supervision		1			
Men and trucks under 3 tons		2			
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

FORM S-128

RECEIVED
JUL - 5 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5722

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 5, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5722, awarded June 9, 1960, for stone base-oiling Suksdorf St. and Grape Avenue in Winston, Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

NOTED
V. R. JONES

NOTED
H. S. COX

June 14, 1960

NOTED
C. G. SWENSON

Mr. H. J. Kleve
City Recorder
Winston, Oregon

NOTED
Harold C. Ayers

Dear Mr. Kleve:

We have received the City's advance deposit of $7,000 on the Special City Allotment project on Sukadorf Street and Grape Avenue and have awarded Contract No. 5722 to J. C. Compton Company of McMinnville.

Enclosed for your records are copies of the contract and plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

HCA:mm
Encl.

CITY OF WINSTON, OREGON

W. F. SCHELL, SR.
MAYOR

H. J. KLEVE
MUNICIPAL JUDGE - CITY RECORDER

COUNCIL:
A. B. PETERSON, PRESIDENT
RUSSELL M. TURNER
WALTER E. BROWN
ARTHUR HILL

June 7, 1960

Oregon State Highway Department
State Highway Engineer
County and City Relations
Salem, Oregon

Gentlemen:

We are sending our check No. 2282 in the amount of $ 7,000.00, as per your request in your letter of June 2, 1960.

Very Truly Yours,

H J Kleve

H.J. Kleve, City Recorder
Winston, Oregon

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

June 2, 1960

Mr. M. J. Kleve
City Recorder
Winston, Oregon

Dear Sir:

On June 1, the State Highway Commission received bids on the Special City Allotment project on Sukadorf Street and Grape Avenue. Low bid was submitted by J. C. Compton and the revised estimate based on this bid is as follows:

Construction Items	$23,750.50
Flagging	150.00
Engineering & Contingencies, 12½%	2,987.56
Survey	150.00
Total Anticipated Cost	$27,038.06

As per the agreement between City and State, the City is to pay all costs in excess of $20,000. Will you please forward a check made payable to the Oregon State Highway Commission in the amount of $7,000 at your earliest convenience as a contract cannot be awarded until the City's deposit is in our hands.

A set of plans and specifications is enclosed as per your request.

Very truly yours,

Check Rec'd
6-8-60
HBC

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

RCA:mm

RECEIVED
MAY 17 1960
FOR FILING

310-1728

5-722

Sp. State Sat St. Funds #137

Salem, Oregon
May 12, 1960

$250,000 Fund Agreement
City of Winston

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: Mr. H. C. Ayers
Field Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Winston covering the Special City Allotment project on Suksdorf Street and Grape Avenue in Winston.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Winston, Oregon.

Secretary

rn
Attach: 1

RECEIVED
MAY 12 1960
FOR FILING
310-1728
5722

May 12, 1960

Mr. H. J. Kleve
City Recorder
City Hall
Winston, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Winston a fully executed copy of an agreement between the State Highway Commission and the City of Winston covering the Special City Allotment project on Suksdorf Street and Gra e Avenue in Winston.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30X 80M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1960

SUBJECT: $250,000 Fund Agreement
City of Winston

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Special City Allotment project on Suksdorf Street and Grape Avenue in Winston. Two copies have been signed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The Highway Commission approved the project on 12/16/59.

H C Ayers

H. C. Ayers
Field Engr., County & City Relations

HCA:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-16 59 Minute Page 16
Floyd Quenzer
Secretary

RECEIVED
FEB 11 1960
FOR FILING

NOTE
W. C. WILLIAMS

2-8-60

LOCATION PROSPECTUS
GREGORY DRIVE TO GRAPE AVENUE AND SUKSDORF STREET TO SOUTH CITY LIMITS
SUKSDORF DRIVE AND GRAPE AVENUE, WINSTON
DOUGLAS COUNTY

310-1728
5722
Winston

The following prospectus is submitted concerning the above-mentioned sections of Suksdorf Drive and Grape Avenue in Winston. The overall length of the project is 0.62 mile.

This will be a location survey to prepare plans, specifications, and estimates for surfacing and oiling on existing alignment.

The typical section will consist of a 24-foot traveled way with 4-foot shoulders. The approved base design by G. L. Decker is:

Wearing Surface	1¼"	0-11 Oil Mat
Top Course, Base	2 "	3/4"-0 Crushed
Bottom Course, Base	8 "	Coarse Crushed
Total Depth	11¼"	

Final agreements with the city will be necessary.

February 8, 1960

Attach.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson (2)
Tom Edwards
Frank Morgan (2)
J. R. Hagedorn
C. H. Armstrong
Mark Astrup
G. K. Attig
D. J. Barbee
Jay Blair
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall
Val P. Johnson
Ivan D. Merchant
J. W. Nash
C. G. Polk
R. L. Porter
C. G. Swenson
Walter T. Wright

RECEIVED
FEB 10 1960
OFFICE OF
STATE HIGHWAY ENGINEER

WINSTON

Scale in Feet

0 400 800

DOUGLAS COUNTY
T.28S., R.6W., W.M.

9-4-53

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
J. G. SWENSON

PROPOSED — Subsidiary St. & Grape Ave. (Ft. Company Addn. & City Limits) — PROPOSED

Highway City of Winston County Douglas Profile

Fed. Proj. Length of Project Miles. Sta. to Sta. Date 7-20-59

TYPICAL SECTIONS Traffic Classif. - Medium

SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS COMPLETED AT THE REQUEST OF H. C. AYERS, COUNTY - CITY.

RECEIVED
JUL 24 1959

1½" 0-1" Oil mat.
2" of ¾"-0 base course.
8" of cr. rock or cr. gravel base.
Sandy Clay Loam

① Typical Soil
23 4
3 61
57 2 P. 200
26 3 Silt
28 3 Clay
30 4 Plas

7-20-59

Required Base & Surf.		Designed Base & Surf.		
			1½	0-1"
			2	Level
			8	Cr. Base
			11½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Nos. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. L. Ayers, State Soils Engineer

Recommended by [signature], Construction Engineer

Recommended by [signature], Engineer of Materials

Approved by [signature], Deputy State Highway Engineer

1-19-59

R E S O L U T I O N

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of WINSTON is an incorporated city of the State of Oregon, and has a population of 2450, as given by the latest official census, and

WHEREAS, the following streets of said city, STREETS

Form cc-50 (1953 Rev.)
Special City Allotment

SUKSDORF STREET AND GRAPE STREET

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

SUKSDORF STREET and GRAPE STREET

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of WINSTON does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate W.F. SCHELL SR. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 19th day of JANUARY, 1959.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of WINSTON at a regular or special meeting of said Council, held on the 19th day of JANUARY, 1959, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of JANUARY, 1959.

H J Keeve
City Recorder

17 16
20 21
16 15
21 22
City Limits
To Roseburg
WALLER ST.
County Road
SHERRY ST.
DIVISION ST.
MIDWAY ST.
ROSE ST.
JORDEN ST.
HILLSDALE AVE.
BAKER ST.
SUNSDORF ST.
ELMWOOD DR.
CARY ST.
STEWART BLVD.
HIGHWAY
COOS BAY - ROSEBURG
To Coquille
PRESTLEY DR.
21
PACIFIC HIGHWAY
DARRELL DR.
GREGORY
EDWARDS AVE.
RONALD
THEODORE ST.
TOKAY ST.
CAMEL ST.
City Limits
Umpqua
River
City Limits
OAK ST.
RIVER ST.
To Myrtle Point
County Park
WINSTON
Scale in Feet
400
800
DOUGLAS COUNTY
T.28S., R.6W., W.M.
9-4-53

S-443(1) Palmer Cr. Br., south of Dayton 1960

#5723

CIA
2228

RECEIVED
DEC 5 - 1960
FOR FILING
I 443(1)
5723

December 1, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Work was completed October 20, 1960 on Contract 5723, Palmer Creek Bridge in Yamhill County, Project No. S-443(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:sw

RECEIVED
NOV 15 1960
FOR FILING

S-443(1)

5723

November 15, 1960

Seaboard Surety Co.,
Hansen & Howland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract #5723 for construction of the Palmer Creek Bridge on the Palmer Creek Road (FAS 888) in Yamhill County was completed by the contractor, Hamilton & Thomas, Inc., on October 20, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $5,628.29 will be released to the contractor on or after November 25, 1960. The total contract amount is $70,543.72, of which amount $892.28 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dz

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

CC: Hamilton & Thomas, Inc.,
Box 726
Eugene, Oregon

FORM E-188

RECEIVED
JUL - 8 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

8 014301
5723

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1960

Hamilton & Thoms, Inc.,
Box 726
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5723, awarded June 10, 1960, for the Palmer Creek Bridge construction on the Palmer Creek Road (FAS 888) in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

Contract 5723. 7-5-60

Monthly Transaction No.	FHWA-2 (1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
7-1		Oregon
Project Report No. S 443(1) 5723	FEDERAL-AID PROJECT AGREEMENT	County Yamhill
		Project No. S-443(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Palmer Creek Bridge 0.5 mile west of jct. with Salem-Dayton Highway

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-20-60	0.1
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 76,766	$46,100

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer July 5, 1960

USComm-DC 40257

June 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Palmer Creek Bridge, Project No. S-443(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

June 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Palmer Creek Bridge, Project No. S-443(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.

RLP:in

Oregon State Highway Department

Federal Aid Secondary
Project No. S-443(1)

PALMER CREEK BRIDGE ON THE PALMER CREEK ROAD IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 16, 1960

Type Code X021
Palmer Creek Bridge (Sta. 61+10 to Sta. 64+17)
(Contract No. 5723)

Furnish Treated Timber Piling	2,020 lin. ft.	$ 1.40	$ 2,828.00
Drive Timber Piles	74 only	40.00	2,960.00
Class "A" Concrete (301 cu. yds.)	All Required		22,000.00
Metal Reinforcement (66,000 lbs.)	All Required		9,500.00
Treated Timber in Place	26 M-BM	400.00	10,400.00
41 Foot Prestressed Beams	12 only	650.00	7,800.00
46 Foot Prestressed Beams	16 only	750.00	12,000.00
Remove Old Bridge	All Required		3,000.00
4 Inch Metal Drain Pipe	75 lin. ft.	4.00	300.00
Subtotal			$69,788.00
10% Engr. & Cont.			6,978.00
Total			$76,766.00

Length of Structure 0.053 Mile

Federal Funds	$46,100.00
State Funds	15,333.00
County Funds	15,333.00
	$76,766.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Yamhill County with the Highway Department.

RECEIVED
JUN 11 1960
FOR FILING
S-4430(1)
5723

#5723

MISC. CONTRACTS and AGREEMENTS No. 2228

Salem, Oregon
June 7, 1960

FAS Project Agreement
Yamhill County

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: Mr. John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with Yamhill County covering the Palmer Creek Bridge on FAS 888 in Yamhill County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Yamhill County.

Secretary

rm
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1960

SUBJECT: FAS Project Agreement
Yamhill County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Palmer Creek Bridge on FAS 888 in Yamhill County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 3/5/59.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 3-5-59 Min. Page 79
Floyd Quiney
Secretary

RECEIVED
JUN - 3 1960
FOR FILING
L-443(1)
5723

June 7, 1960

County Court of Yamhill County
Court House
McMinnville, Oregon

Gentlemen:

We are enclosing for the records and files of Yamhill County a fully executed copy of an agreement between the State Highway Commission and Yamhill County covering the Palmer Creek Bridge on FAS 888 in Yamhill County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

S-449(1)	Woodell Lane Sec. of Woodell Lane Rd. (Grad. & Ciling)	1960
#5724		

CHA
2208

Contract 5724 1-23-61

RECEIVED
JAN 30 1961
FOR FILING

Project report number
S-449 (1)

Form PR-2A (8-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Union

Project number: S-449(1)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

1-23-61

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 24, 1960, is hereby modified as follows:

Revised estimated total cost of project $ 124,739

Revised Federal funds $ 76,625

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of January, 1961.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Deputy State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: R. C. Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

January 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Woodell Lane Section, Project No. S-449(1)

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

RECEIVED
JUN 1960
FOR FILING

F.A.P. 5724 6-24-60 A

Monthly Transaction No. 9-116

Project Report No. I 44410 A

5724

Form R-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State Oregon

County Union

Project No. S-449(1)

FEDERAL-AID PROJECT AGREEMENT

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Jc. Wallowa Lake Hwy. W. 4 mi. (Woodell Lane)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-1-60	3.9
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 124, 834	$ 74,900

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: _____
R. C. Wright
Administrative Manager

Date executed by Division Engineer **June 24, 1960**

USComm-DC 40257

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.5

408 State Highway Building
Salem, Oregon

June 16, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

S-449(1) Woodell Lane

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

Encl.

June 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Woodell Lane Section, Project No. S-449(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Asst. Office Engineer

Encl.

RNC:sw

June 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Woodell Lane Section, Project No. S-449(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-449(1)

WOODELL LANE SECTION OF THE WOODELL LANE

IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 15, 1960

Type Code 5231
Roadway (Sta. 10+00 to Sta. 220+79)(Contract No. 5724)

Drainage Excavation, Unclassified	40	Cu. Yds.	$ 3.00	$ 120.00
General Excavation, Unclassified	4,400	Cu. Yds.	1.00	4,400.00
Short Overhaul	23,500	Yd. Stas.	0.01	235.00
Long Overhaul	1,200	C-Yd. Stas.	0.40	480.00
Finishing Roadbed and Slopes	3.99	Miles	600.00	2,394.00
12-inch Concrete Pipe	60	Lin. Ft.	3.00	180.00
18-inch Concrete Pipe	54	Lin. Ft.	4.00	216.00
24-inch Concrete Pipe	15	Lin. Ft.	6.00	90.00
Coarse Crushed Material in Base	46,800	Tons	1.45	67,860.00
3/4" - 0 Material in Base	6,100	Tons	1.70	10,370.00
Sprinkling	1,060	M-gals.	2.50	2,650.00
Preparation of Base	3.99	Miles	150.00	598.50
3/4" - 0 Material in Binder Course	420	Cu. Yds.	3.10	1,302.00
Furnishing and Placing Aggregates	2,400	Cu. Yds.	3.65	8,760.00
MC-2 Asphalt	66	Tons	47.50	3,135.00
120-150 Asphalt	180	Tons	44.00	7,920.00
RS-1 Asphalt	54	Tons	44.00	2,376.00
				$113,086.50
Flagging (57½% of Contractor's Cost)	All Required			400.00
	Subtotal			$113,486.50
	10% Engr. & Cont.			11,347.50
	Total			$124,834.00

Length of Roadway . . . . . 3.992 Miles
Cost of Roadway Per Mile. $31,271.04

Federal Funds	$ 74,900.00
State Funds	24,967.00
County Funds	24,967.00
	$124,834.00

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds For Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Union County with the Highway Department.

RECEIVED
NOV 29 1960
FOR FILING
[449 (1)
5724

November 28, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5724 for grading-oiling Woodell Lane Road in Union County was completed by the contractor, Vernie Jarl, on October 1, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $8,575.38 will be released to the contractor on or after December 8, 1960. The total contract amount is $115,819.73, of which amount $110.34 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Mr. Vernie Jarl
P. O. Box 507
Creswell
Oregon

RECEIVED
OCT 7 - 1960
FOR FILING
S-449 (1)
5724

October 7, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 1, 1960, on Contract No. 5724, Woodell Lane Section, in Union County, in connection with Federal Aid Project No. S-449(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

J. A. Hardie
Assistant Office Engineer

DBP:jb

cc: Clarence G. Swenson

Form E-1—(Rev.)—

J-4478(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 30, 1960

Section Woodell Lane — Kind of work Grading and Oiling

Highway Woodell Lane Road County Union — Section prefix 531-1051

Contractor Vernie Jarl — Contract number 5724

Date of contract June 10, 1960 — Specified work days 90 (75 to complete Oiling)

Date work started June 20, 1960 — Work days used 67

Project authorization $127,672.37
Exclusive of engineering $118,593.39

Per cent of time elapsed 74.4 %

Estimated cost of completed project, exclusive of engineering $111,236.10

Estimated per cent overrun or underrun . . . . . -3.2 %

Per cent of contract completed, based on estimated cost . . . . . 99 %

Engineering authorization $9078.98

Engineering cost to date $6681.48, 73.6 %

Estimated Date of Completion -- October 1,1960
Date project was completed ....., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor completed the oiling on this project on wednesday of this week. One blade worked thursday and friday on shoulders, road approaches and slopes. This should be completed by October 1,1960 along with the removal of equipment and the cleanup.

Mr. A. F. Parson Div. Engr. and Mr. Jensen of the B. P. R. went over this project on Fri. of this week.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
OCT 3 1960
NOTED--

Signed Thomas Brandt

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.99	3.99		3.99	
Miles partially completed	3.99	3.99		3.99	
Miles completed	3.99	3.99		3.99	
Total estimated quantities (contract)	4,400 Cu.Yds.	52,900 Tons		2,820 CuYds Aggr. 300 Tons Oil	
Total quantities corrected to date	3,851 Cu.Yds.	54,407 Tons		[illegible] CuYds Aggr 300 Tons Oil	
Estimated quantities moved or placed to date	3,851 Cu.Yds.	54,407 Tons		2,[illegible] CuYds Aggr. 300 Tons Oil	
Average daily quantities	Complete	Complete		Complete	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				10	
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders 1....., Rollers 3....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,Dump Trucks 2.,Distributor 1., Aggr. Spread. 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	[illegible]		

FORM E-129

RECEIVED
JUL 27 1960
FOR FILING
(44911)
5724

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, MEMBER, WASCO
GLENN L. JACKSON, MEMBER, MEDFORD
FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 26, 1960

Mr. Vernie Jarl
P. O. Box 507
Gresham
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5724, awarded June 10, 1960, for grading-oiling the Woodell Lane Section of the Woodell Lane Road in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 27 1960
FOR FILING
S.449(1)
5724

June 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 20, 1960, on Contract No. 5724, Woodell Lane Section, in Union County, in connection with Federal Aid Project No. S-449(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
APR 13 1960
FOR FILING

S-4490)

5724

April 13, 1960

County Court of Union County
Court House
La Grande, Oregon

Gentlemen:

We are enclosing for the records and files of Union County a fully executed copy of an agreement between the State Highway Commission and Union County covering the Woodell Lane Section of FAS 883 in Union County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 19 1960
FOR FILING
1-449:1
5924

Salem, Oregon
April 18, 1960

MISC. CONTRACTS and AGREEMENTS No. 2208

FAS Project Agreement
Union County

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with Union County covering the Woodell Lane Section of FAS 883 in Union County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the County Court of Union County.

Secretary

rn
Attach: 1

FORM E-30X 50M 7-59 23128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1960

SUBJECT: FAS Project Agreement
Union County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Woodell Lane Section of FAS 883 in Union County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The Commission approved the project 7/2/59.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY COMMISSION
DATE 7-2-59 Min Page 73
Floyd Query
Secretary

S-297(4) 136th Ave.-181st Ave. Sec. of NE Glisan St., E. of Portland (Grading) 1960

#5725

IBA
2230

RECEIVED
MAR 10 1961
FOR FILING

March 10, 1961

Home Indemnity Company
American Bank Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5725 for grading the 136th Ave. - 181st Ave. Section of NE Glisan Street in Multnomah County was completed by the contractor, John L. Jersey, Inc., on November 25, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $7,962.69 will be released to the contractor on or after March 20, 1961. The total contract amount is $275,027.57, of which amount $9,475.38 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: John L. Jersey, Inc.,
3647 SE 34th Avenue
Portland
Oregon

RECEIVED
DEC 19 1960
FOR FILING
S-297(4)
5725

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 25, 1960, on Contract No. 5725, 136th Ave.-181st Ave. Section, in Multnomah County, in connection with Federal Aid Project No. S-297(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

RECEIVED
DEC 13 1960
FOR FILING

297(4)

57.5

December 12, 1960

John L. Jeremy, Inc.,
3647 SE 34th Avenue
Portland
Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 12, 1960, had under discussion your request for an extension of time for 30 additional workdays from 75 days to 105 days within which to complete your contract #5725 without the assessment of liquidated damages, for grading the 136th Ave.-181st Ave. Section of NE Glisan Street in Multnomah County.

We are pleased to inform you that the Highway Commission granted you 5 additional workdays from 75 days to 80 days. The Commission's action was based upon the recommendation of the State Highway Engineer, whose record on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: A. E. Johnson
Spencer Hill
Tom Edwards
R. L. Parker
C. H. Nelson

RECEIVED
DEC - 1960
FOR FILING
I-297(4)
5725

December 8, 1960

Oregon State Highway Commission

Request for
Extension of Time
No. 5
December 12-13 Meeting

Gentlemen:

John L. Jersey, the contractor on the 136th-181st Street Section of N. E. Glisan Street in Multnomah County, Contract No. 5725, has requested an increase in the number of workdays from 75 to 105 days without the assessment of liquidated damages.

The contractor supports his request for this increase in workdays with the fact that the coarse crushed base material overran approximately 22,000 tons. His average output throughout the placing of this material amounted to approximately 2,000 tons per days and we therefore conclude that an extension of 10 days is justifiable.

However, the contractor completed this project with an overrun of five days only. It is therefore recommended that favorable consideration be given to an extension of the workday count from 75 to 80 days.

This matter will be on your agenda for the December 12-13 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Tom Edwards
FBK:fp ms

RECEIVED

FORM E-123-X 7-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

2-292(4)
5725

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 7, 1960

John L. Jersey, Inc.
3647 S. E. 34th Avenue
Portland 2, Oregon

Gentlemen:

Reference is made to your recent letter concerning a request for additional compensation for the overrun of base rock and for hauling costs in connection with disposing surface portions of the old highway on the 136th Avenue-181st Avenue Section of N. E. Glisan Street, Contract No. 5725.

Your request has been thoroughly investigated by the Multnomah County Road Department and by Division I personnel of the State Highway Department. While you did not make any definite claim, the pertinent facts allow but one conclusion.

Please refer to Standard Specification Article 1.9.5. This specification gives the State the right to make such alterations and increases or decreases as we find necessary or desirable. Unless such changes materially change the character of the work or the cost thereof, the altered work shall be paid for at the same unit price as other parts of the work.

We cannot see how the cost of the work in either of the cases has been increased. As a matter of fact, we are informed that the disposal of the old highway roadbed was much easier and less costly done by the method actually used than it would have been if the plans were followed.

The matter of an extension of time also mentioned in your letter must be considered separately. You should have the resident engineer supply you with the proper forms, fill them out and have your surety sign them, and forward through channels.

Very truly yours,

W. C. Williams
State Highway Engineer

By
Tom Edwards
Construction Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:fp:jw

cc Forrest Cooper
A. E. Johnson

Mr. Paul C. Northrup
Multnomah County Roadmaster

JOHN L. JERSEY, Inc.
EXCAVATING AND GRADING
BEllmont 4-5281
3647 S. E. 34th AVE. PORTLAND 2, OREGON

October 28, 1960

Oregon State Highway Department
Construction Division
Salem, Oregon

Re: Contract No. 5725
Northeast Glisan Street
Portland, Oregon

Gentlemen:

During the course of prosecuting the above contract, it became apparent that there would be a substantial overrun of rock required. The extent of this overrun was not determined until we received the quantities contained in your last estimate which was estimate number three.

Due to the overrun in rock there has been a material increase in our costs due to overtime, additional equipment and extends the prosecution of the job into adverse weather conditions, In order to attempt to complete this contract within the time alloted.

We have previousley made a formal request for an extension of time due to this overrun. This request was made as a safeguard in the event additional time is required.

We believe that we are entitled to an equitable adjustment in our contract price to compensate us for this. As soon as we have computed these additional costs we will advise you.

There is another matter which we should call to your attention. The salvage materials which were to be used as ballast in the roadbed were rejected by your representative. We were directed to haul these materials from the right of way at additional costs. We believe we are entitled to recover these additional costs.

Yours very truly,

JOHN L. JERSEY, INC.

BY F.C. Scott

F.C. SCOTT, GENERAL MANAGER

FCS
cc: Multnomah County Road Department

CONSTRUCTION DIVISION
RECEIVED
OCT 31 1960
NOTED

RECEIVED
DEC 5 - 1960
FOR FILING

S-297(4)

5725

Salem, Oregon
December 5, 1960

Completion Date
Contract No. 5725

Mr. C. G. Swanson
County and City Relations Engineer
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 25, 1960, on Contract No. 5725, 136th Ave.-181st Ave. Section, in Multnomah County, in connection with Federal Aid Project No. S-297(4).

R. L. Porter
Office Engineer

DBPier

Form F.-1—(Rev.)—

1-297(4)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 25, 1960

Section 126th Ave. - 121st AVE

Highway N.E. Sandy St. County Multnomah

Contractor John L. Nelsen

Date of contract June 15, 1960

Date work started July 6, 1960

Project authorization $266,485.71

Exclusive of engineering $266,485.71

Kind of work Grading

Section prefix 526-1049

Contract number 5725

Specified work days 75

Work days used 80

Per cent of time elapsed 107 %

Estimated cost of completed project, exclusive of engineering $275,954.85

Estimated per cent overrun or ~~underrun~~ . . . . . 3.6 %

Per cent of contract completed, based on estimated cost . . . . . 98 %

Engineering authorization . . . . To be done by County

Engineering cost to date $....., ... % Date project was completed ....., 19.....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL ~~AND/OR PAVE~~.	MAT'L PROD.
100	100	100	100	99	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Work was performed on Friday only. The work consisted of setting forms for curb and sidewalk.

Weather permitting the work will be continued on Monday the 28th

NOTED
JOHN R. OAKES

Anticipated completion date - Dec. 7th

CONSTRUCTION DIVISION
RECEIVED
NOV 28 1960
NOTED

C. E. PAULSEN

Signed .....

Address 214 S.E. Main St. Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.37	2.37		2.37	
Miles partially completed				0.5	
Miles completed	2.37	2.37		0	
Total estimated quantities (contract)	78,000	41,500		1415	
Total quantities corrected to date	78,000	50,250		106	
Estimated quantities moved or placed to date	78,000	50,250		106	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men				2	
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons				1	
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday	Rain		

RECEIVED
DEC 6 1960

Final 5121 8-22-60

RECEIVED
AUG 22 1960

Monthly Transaction No.

(Rev. 1-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon

County Multnomah

Project Report No. FOR FILING S-5277(4)

FEDERAL-AID PROJECT AGREEMENT

8-22-60

Project No. S-297(4)

572

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. (136th Ave. to 181st Ave.) Glisan St.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	8-6-60	2.3
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 401,172	$ 240,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by
Division Engineer August 22, 1960

USComm-DC 11169

August 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the 136th Avenue-181st Avenue Section, Project No. S-297(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

July 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the 136th Avenue-162nd Avenue Section, Project No. S-297(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Enc.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-297(4)

136TH AVENUE-181ST AVENUE SECTION

OF N.E. GLISAN STREET IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 27, 1960

Type Code (20)
roadway (Sta. 116+00 to Sta. 236+00)

Grading, Rock Base and Binder Course (Contract No. 5725)

Clearing and Grubbing	All Required			$ 7,000.00
Removal of Curbs	850	lin.ft.	$ 0.65	552.50
Removal of Walks	700	sq.yds.	0.75	525.00
Removal of Catch Basins	6	only	50.00	300.00
Remove and Replace Fence	750	lin.ft.	0.30	225.00
Drainage Excavation, Unclassified	22	cu.yds.	4.00	88.00
General Excavation, Unclassified	78,000	cu.yds.	0.75	58,500.00
Structural Excavation, Unclassified	150	cu.yds.	4.00	600.00
Class "A" Concrete in Walls	50	cu.yds.	60.00	3,000.00
Metal Reinforcement in Walls	3,600	lbs.	0.13	468.00
Pipe Handrail	150	lin.ft.	4.00	600.00
Finishing Roadbed and Slopes	2.31	miles	800.00	1,848.00
8-inch Sewer Pipe	435	lin.ft.	1.25	543.75
Concrete Catch Basins	70	only	72.50	5,075.00
Concrete Sumps	69	only	238.00	16,422.00
Concrete Curbs	750	cu.yds.	34.00	25,500.00
Concrete Driveways	3,700	sq.yds.	4.12	15,244.00
Concrete Walks	5	sq.yds. (1%)	3.10	15.50
Coarse Crushed Material in Base	54,400	tons	1.50	81,600.00
3/4" - 0 Material in Base	7,250	tons	1.90	13,775.00
3/4" - 0 Material in Walks	1,370	tons	2.25	3,082.50
1/4" - 0 Material in Walks	590	tons	2.25	1,327.50
Sprinkling	1,520	M-gals.	2.00	3,040.00
Preparation of Base	2.31	miles	400.00	924.00
3/4" - 0 Material in Binder Course	1,440	cu.yds.	3.00	4,320.00
RC-3 Asphalt	140	tons	45.00	6,300.00
Lawn Construction	10,000	sq.ft.	0.05	500.00
				$251,375.75
Flagging (57 1/2% of Contractor's Cost)	All Required			1,500.00
				$252,875.75

Paving (Contract No. 5753)

Class "B" Asphaltic Concrete	18,800 tons	$ 5.88	$110,544.00
Class "C" Asphaltic Concrete	55 tons	7.50	412.50
Setting Monument Boxes	6 only	20.00	120.00
			$111,076.50
Flagging (37 1/2% of Contractor's Cost)	All Required		750.00
			$111,826.50
	Subtotal		$364,702.25
	10% Engr. & Cont.		36,469.75
	Total		$401,172.00

Length of Roadway . . . . . 2.311 Miles
Cost of Roadway Per Mile. $173,592.38

Federal Funds -	$240,700.00
State Funds -	80,236.00
County Funds- -	80,236.00
	$401,172.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Multnomah County with the Highway Department.

FORM E-189

RECEIVED
JUL 27 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5725

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 26, 1960

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

John L. Jersey, Inc.,
3647 SE 34th Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5725, awarded June 15, 1960, for grading the 136th Ave.-181st Ave. Section of NE Glisan Street, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
JUL 20 1960
FOR FILING
I-297(4)
5725

9

July 19, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 6, 1960, on Contract No. 5725, 136th Ave.-181st Ave. Section, in Multnomah County, in connection with Federal Aid Project No. S-297(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DEP:sw

RECEIVED
JUN 1 1960
COMMISSIONERS
M. JAMES TERAIN
AL. L. BROWN
JACK BAIN

FOR FILING

S-297(4)

5725

COUNTY OF MULTNOMAH

BOARD OF COUNTY COMMISSIONERS

COUNTY COURTHOUSE
PORTLAND 4, OREGON

June 8, 1960

NOTED
W. C. WILLIAMS

Mr. P. C. Northrop
Roadmaster
2115 SE Morrison Street
Portland 14, Oregon

Mr. John J. O'Donnell
Auditor
Court House

Oregon State Highway Commission
Salem, Oregon

NOTED
G. S. PAXSON

Dear Sirs:

Be it remembered, that at a meeting of the Board of County Commissioners held June 7, 1960, the following action was taken:

Req Roadmaster that a Road Fund warrant be drawn payable to the Oregon State Highway Commission

ORDERED that the County Auditor be hereby directed to draw a Road Fund warrant in the amount of $50,200. payable to the Oregon State Highway Commission, as Multnomah County's estimated share of the cost of the improvement of NE Glisan Street from NE 136th Avenue to NE 181st Avenue, Federal Aid Project FAS 638.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Lolla R. Gates
Clerk of Board

DD

Copy to Supervisor 6/14/60.

RECEIVED
JUN 14 1960
FOR FILING
S 297(4)
5725

5725

Salem, Oregon
June 7, 1960

MISC. CONTRACTS and AGREEMENTS No. 2230

FAS Project Agreement
Multnomah County

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Multnomah County covering the 136th Avenue-181st Street Section of FAS 638 in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County, Board of County Commissioners.

Secretary

rm
Attach: 1

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1960

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: FAS Project Agreement
Multnomah County

Attached are three copies of an agreement covering the 136th Avenue-181st Street Section of FAS 638 in Multnomah County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 4/21/60.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORITY OF HIGHWAY COMMISSION
DATE 4-21-60 Minutes Page 20
Secretary

RECEIVED
JUN - 3 1960
FOR FILING
A-297(4)
5725

June 7, 1960

Board of County Commissioners
Multnomah County
Court House
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Multnomah County a fully executed copy of an agreement between the State Highway Commission and Multnomah County covering the 136th Avenue-181st Street Section of FAS 638 in Multnomah County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

6-1085	5th St.-S. City Limits (Bandon) Sec. of Oregon	1960
#5726	Coast Hwy. (Grad. & Pav.)	

Cat 0009 6-60

RECEIVED
NOV 10 1960
FOR FILING
6-1182
5726

November 9, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5726 for grading-paving 5th St.-South City Limits Section (Bandon) on the Oregon Coast Highway in Coos County was completed by the contractor, Woodward & Son-Barklow, on August 31, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $1,624.54 will be released to the contractor on or after November 19, 1960. The total contract amount is $54,393.87, of which amount $242.67 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)-

6-1085

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 10, 1960

Section 5th St. - S. City Limits (Bandon)

Highway Oregon Coast County Coos

Contractor Woodward & Son & Barklow

Date of contract June 15, 1960

Date work started July 6, 1960

Project authorization $66,160.97

Exclusive of engineering $61,456.19

Kind of work Grading & Paving

Section prefix 6-1085

Contract number 5726

Specified work days 90

Work days used 46

Per cent of time elapsed 51 %

Estimated cost of completed project, exclusive of engineering $54,703.56

Estimated per cent overrun or underrun . . . . . Under 10. %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization $4,704.78

Engineering cost to date $4,704.78, 100 %

Date project was completed Aug. 31, 1960, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

One man in office working on semi-final estimate. Will submitt same on 9,16,1960 .

NOTED

RECEIVED
SEP 12 1960
COE

Noted
M. N Juve

NOTED
C. E. PAULSEN

Signed John L. Hunter

Address P.O.Box 374 Coquille

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.32	0.32		0.32	0.32
Miles partially completed					
Miles completed	.32	.32		.32	.32
Total estimated quantities (contract)	3,900 cy	3,260 cy		2,750 ton	1,110 ton
Total quantities corrected to date					
Estimated quantities moved or placed to date	3,821	4,180		2,456	1,084
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM E-128

RECEIVED
AUG 3 - 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN, PORTLAND
KENNETH N. FRIDLEY, WASCO
GLENN L. JACKSON, MEDFORD
FLOYD QUERY, SALEM

6-1085

5726

Woodward & Son-Barklow
910 Knott St.,
Coquille
Oregon

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 3, 1960

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5726, awarded June 15, 1960, for grading-paving the 5th St.-South City Limits Section (Bandon) on the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
JUL - 1 1960
FOR FILING

June 30, 1960

Oregon State Highway Commission

Gentlemen:

At 10:00 a.m. on June 21, 1960, permission was granted for the establishment of a 25 mile-per-hour speed zone on the Fifth Street-South City Limits of Bandon Section of the Oregon Coast Highway, which is under construction at the present time.

Your concurrence is requested in the establishment of a 25 mile-per-hour construction speed zone on the Oregon Coast Highway, No. 9, between M. P. 274.30 and M. P. 274.60.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paulsen
Assistant State Highway Engineer

VPJ:pk

cc: Mr. P. M. Stephenson
Mr. F. B. Crandall

RECEIVED
JUN 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

6-1085

5726

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 23, 1960

Mr. Lee Bown
Deputy Superintendent
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Mr. Bown:

On June 21, 1960, at 10: A.M. a 25 MPH construction speed zone was established on the Oregon Coast Highway between M.P. 274.30 and M.P. 274.60 in the city of Bandon.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

FOR F. B. Crandall
Traffic Engineer

VPJ:pk
bcc G. S. Paxson

RECEIVED
JUN 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

NOTED
C. G. SWENSON

June 16, 1960

Mr. John Fasnacht
City Manager
City Hall
Bandon, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Dear Mr. Fasnacht:

We have received the City's checks in the amount of $19,300 representing the advance deposit on the construction project on Highway 101 from 5th Street to the south city limits.

On June 15 Contract No. 5726 was awarded to Woodward & Son and Barklow of Coquille.

Copies of the contract and plans are enclosed for your information and records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm

June 13, 1960.

Mr. C. G. Swenson, Engineer,
County & City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

In accordance with your letter of June 2nd, 1960 we are enclosing checks totaling $19,300.00 as follows:

City of Bandon General Fund Ch. #5856	$15,440.00
City of Bandon General Fund Ch. #5857	3,860.00

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht,
Mgr. of Utilities.

RECEIVED
JUN 1960
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

June 2, 1960

Mr. John Fasnacht
City Manager
Bandon, Oregon

Dear Mr. Fasnacht:

On June 1 the State Highway Commission received bids on the proposed construction project on the 5th Street-South City Limits Section of the Oregon Coast Highway. Low bid was submitted by Woodward & Son and Barklow of Coquille. The revised estimate based on this bid is as follows:

Bid Items	$57,809.75
Flagging	500.00
Signing	500.00
Total Anticipated Construction Cost	$58,809.75
Engineering and Contingencies, 12½%	7,351.22
Total Anticipated Cost.	$66,160.97
Less New Sidewalks: 1030 sq. yds. @ $3.59 per sq. yd.	-3,697.70
Balance	$62,463.27
City's Share, 25%	15,615.82
Plus Cost of New Sidewalks	3,697.70
CITY'S SHARE OF TOTAL COST.	$19,313.52

As per the agreement between city and state, the city is to "deposit with the State an amount of money equal to 25% of the estimated total cost, as bid, of pavement widening, curb construction, and replacement of existing walks, plus 100% of the cost of the construction of any and all new concrete sidewalks." Will you please forward a check made payable to the Oregon State Highway Commission in the amount of $19,300 at your earliest convenience as the contract cannot be awarded until the city's deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

Check rec'd
6-14-60

By

C. G. Swanson
County and City Relations Engineer

HCA:mm

RECEIVED
JUN 14 1960
FOR FILING
6-1685
5726

MISC. CONTRACTS and AGREEMENTS No. 2229

Salem, Oregon
June 7, 1960

Cooperative Agreement
Bandon
5th Street-South City Limits
Oregon Coast Highway

Mr. C. G. Swenson
City & County Relations Engineer
O f f i c e

Attention: Mr. H. C. Ayers
Field Engineer, County & City Relations

Attached is a conformed copy of a cooperative agreement with the City of Bandon covering the construction project on 5th Street-South City Limits Section of the Oregon Coast Highway in City of Bandon.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Bandon, Oregon.

Secretary

rm
Attach: 1

FORM E-30 50M 2-60 26116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1960

SUBJECT: Cooperative Agreement
Bandon
5th Street-South City Limits
Oregon Coast Highway

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
D e p a r t m e n t

Attached are three copies of an agreement covering the construction project on the Oregon Coast Highway--Bandon Section. Two copies have been signed by the City and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The Highway Commission approved this project on December 16, 1959.

H. C. Ayers

H. C. Ayers
Field Engineer, County & City Relations

HCA:AM

DATE: 12-16-59 Min. Page 20
Floyd Coney
Secretary

RECEIVED
JUN - 3 1960
FOR FILING

6-1085
5726

June 7, 1960

Mr. R. V. Backlund, City Recorder
City Hall
Bandon, Oregon

Dear Sir:

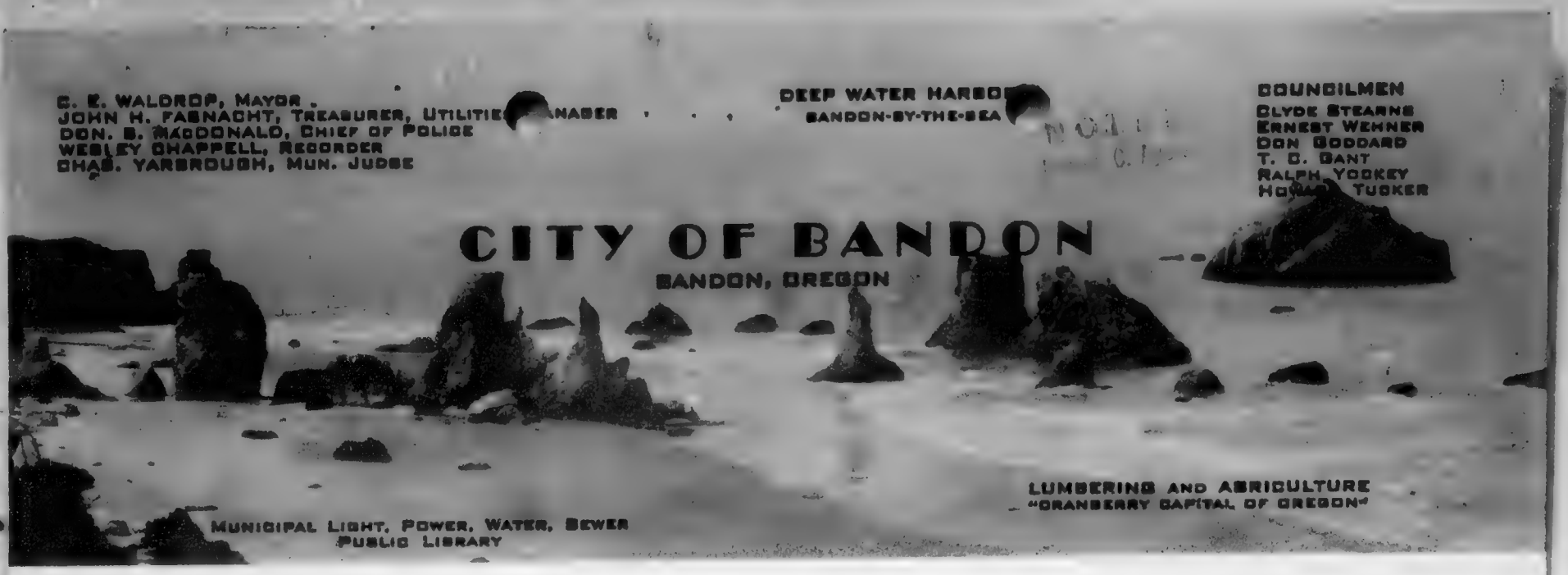
We are enclosing for the records and files of the City of Bandon a fully executed copy of a Cooperative Agreement between the State Highway Commission and the City of Bandon covering the construction project on 5th Street-South City Limits Section of the Oregon Coast Highway in the City of Bandon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.



May 26, 1960.

Mr. C. G. Swenson,
Engineer, County & City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

In accordance with your letter of May 16th, 1960 and our telephone conversations of May 23rd, 1960 we are enclosing Bargain and Sale deed from William H. and Opal M. Johnston to the State Highway Commission for the West 10 feet of Lot 10 in Block 33 Woodland Addition.

We are also enclosing three copies of the resolution adopted by the Council on May 18th, 1960 and both copies of the Agreement.

From the City's standpoint, the hearing on the proposed improvement district will be held on June 8th at 7:00 PM. The ordinance provides that 2/3 of the property involved will have to remonstrate against the improvement to defeat it. We have verbal approval of slightly more than 50% so we feel that there is little possibility of its defeat. However, several members of the Council felt this should be mentioned in the letter forwarding the agreements. The writer will call you on the morning of June 9th to give you the results of the hearing.

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht.

May 20, 1960.

Mr. C. G. Swenson,
County City Relations Engineer,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

We are enclosing copy of title report on Lot 10, Block 33 Woodland Addition which is self explanatory. As you know William H. Johnston and Opal M. Johnston are the present owners of the property. Mr. Johnston has known that he cannot give a clear title to any portion of the property. Neither Drew Cornwell nor Mrs. C. Zeverly, or the heirs of either if any, are known. Johnston informs us that both the abstract company and his attorney had previously informed him that the only way to clear the property would be by suit to quiet title.

Undoubtedly your legal department has encountered similar legal difficulties and will know the proper procedure to avoid delay.

We called your office this date but find that State Offices are closed due to the election. We assume this letter will reach your desk on Monday morning and we will call shortly after 1:00 PM on Monday.

Very truly yours,

City of Bandon,

By John H. Fasnacht
John H. Fasnacht,
Mgr. of Utilities.

Unsigned Deed rec EH 5-27-60

RECEIVED

COPY

TITLE GUARANTEE & ABSTRACT CO.

Coquille and Gold Beach, Oregon
Branch of
Commonwealth, Inc., Portland, Oregon

PRELIMINARY REPORT

January 18, 1954

Our Order
No. 4-11085

Van Auken Agency
Bandon, Oregon

Attention: Elry Granstrand

Dear Sir:

We are prepared to issue an Owner's title insurance policy (Commonwealth, Inc.) in the sum of $600.00 on the following property in the County of Coos and State of Oregon, to-wit:

Lot Ten (10), Block Thirty-three (33), Woodland Addition to the Town of Bandon, Coos County, Oregon.

showing title on January 13, 1954 at 5 o'clock P.M. vested of record in

BERNARD DeLaCHAPPELLE
an estate in fee simple

subject to our usual printed exceptions and the following:

1. City liens, if any.

2. The interest of Drew Cornwell. This property was formerly owned by Drew Cornwell. The next conveyance we find was by Mrs. C. Zeverly to Mrs. R. Thompson; recorded December 1, 1920 in Book 84, Page 88, Deed Records, Coos County, Oregon. We are unable to find where Mrs. Zeverly became the successor in interest to Drew Cornwell.

Our fee for this policy will be $21.00 plus recording fees and Revenue Stamps.

Yours very truly,

TITLE GUARANTEE & ABSTRACT CO.

By

President

RHT:f

NOTED
H. S. COX

NOTED

NOTED
C. G. SWENSON

May 16, 1960

Mr. John H. Fasnacht
City Manager
Bandon, Oregon

Dear Mr. Fasnacht:

The State Highway Commission plans to call for bids on June 1 for the reconstruction project on the Oregon Coast Highway between 5th and 13th Streets in Bandon. Enclosed are two copies of an agreement covering this project.

The advertisement on this project allows the bidders to bid on alternate methods of construction. Enclosed for your information are estimates of Alternates "A" and "B," a sheet showing the anticipated City's share of costs, and a set of the plans and specifications.

Enclosed also are an option form and warranty deed for the property needed in order to complete this project. Will you please procure this option or deed in the name of the State and return it to this office with the agreement.

Will you please have the City Council pass a resolution similar to the enclosed sample authorizing the Mayor and Recorder to sign the agreement. Please include three copies of this resolution with the signed copies of the agreement.

As the contract cannot be awarded until the right-of-way is clear and the signed agreements are in our hands, will you please have the Mayor and Recorder sign both copies of the enclosed agreement, have their signatures attested by a third party, stamp with the city seal, and return both signed copies to this office prior to June 1. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

5-27-60
Agreement & Resolution
Rec'd. & Executed.
MF.

By: C. G. Swenson
County and City Relations Engineer

HCA:ms
Encl.

FORM E-30 50M 7-59 28124

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
C. G SWENSON

Salem, Oregon
May 16, 1960

SUBJECT: File No. 31277
Fifth St.-S. City Limits (Bandon) Sec.
Oregon Coast Highway
William H. Johnston, et ux

To: C. G. Swenson
County & City Relations Engr.

OFFICE

Attached in sextuplet is a proposed option form and in duplicate, the proposed warranty deed form for the acquisition of a portion of Lot 10, Block 33, Woodland Addition to the City of Bandon, which we understand the City of Bandon is to acquire for and in the name of the State of Oregon, by and through its State Highway Commission. You will note we do not have a consideration on the deed or option. That, together with title costs we assume will be paid by the City when they acquire the property.

Our deed and option forms were made from a photo copy of the deed from Bernard DeLaChappell to the Johnstons. The City of course, should satisfy themselves of the title before they have the deed signed and make payment for the parcel in question, especially if there is a consideration of any size. When the warranty deed is returned to the State, will you please have the City advise on what basis they considered the title sufficient.

To show the property in question, we are enclosing for the City's use, three prints of a section of our right of way map 5B-12-7 showing the small area. We have stamped the date of May 11, 1960 on these prints.

31277 William H. and Opal M. Johnston 530 square feet

Sent to City
5-16-60

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

EFS:sm
Encl: option, W. Deed

cc/ Frank Morgan, Div. Engr. (map)
Larry Holt, R/W Supv. (map)

NOTED
H. S. COX

NOTED
C. G. SWENSON

BANDON
OREGON COAST HIGHWAY
9th Street - South City Limits Section

5/16/60

Items	Alternate A	Alternate B
Flag	$ 52,475.00	$ 67,895.00
Sign	500.00	500.00
Subtotal	500.00	500.00
12½% Engineering and Contingencies	$ 53,475.00	$ 67,895.00
	6,684.38	8,486.88
	$ 60,159.38	$ 76,381.88
New Sidewalks	- 5,150.00	- 5,150.00
TOTAL	$ 55,009.38	$ 71,231.88
25% City Share	$ 13,752.00	$ 17,807.97
100% City Share	5,150.00	5,150.00
TOTAL CITY SHARE	$ 18,902.00	$ 22,957.97

HCA:mm

S-321(2) Deschutes Co. Rds. Oiling 1960
S-346(2), S-426(2), S-451(1) - S-453(1)
#5727

CAD
2.227

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4/26/61	ec 674		509-1054-297

NOTED
C. G. SWENSON

INVOICE NUMBER

69311

Deschutes County
Bend, Oregon

Attn: County Court

Contract 5727
1960 Oiling Proj

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Deschutes County Roads Oiling, FAS 327, 692, 791, 885, 886, and 887. Covered by agreement dated June 2, 1960.			
Original advance deposit	$45,495.15		
Less amount previously transferred	35,995.15		$9,500.00
County share costs as per attached statement	$37,793.66		
Less amount previously transferred	35,995.15		1,798.51
To be retained			$7,701.49

RECEIVED
APR 27 1961
ENGINEER
COUNTY & CITY RELATIONS

DRAFT ENDORSEMENT OF BILLING REQUEST

Cash Receipt with Request: $ ----------

By ----------

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
C. G. SWENSON

April 26, 1961

Deschutes County Court
Courthouse
Bend, Oregon

Gentlemen:

Final costs are now available for the Deschutes County Roads Oiling Project, Contract #5727, on FAS 327, 692, 791, 885, 886, and 887 as shown in the attached cost statement. In accordance with the agreement dated June 2, 1960, a refund of $7,701.49 is due the County in connection with this project.

In compliance with your previous request, this refund has been held and applied on the advance deposit for the Deschutes County Roads Oiling Project on FAS 894, 784, 900, and 901 and has been incorporated into the letter of request for an advance deposit dated April 12, 1961.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

RECEIVED
MAY 2 1961
FOR FILING

W. C. Williams

NOTE.
W. C. WILLIAMS

Deschutes County Roads
Contract No. 5727

FINAL COST ANALYSIS
Oiling
Contractor: Babler Bros. Inc.
Resident Engineer: R.H. Clark

Deschutes County
April 20, 1961

L-321(2) - L-446(2)
L-426(2) - L-451(1) ; L-453(1)

Item 5727

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	19.60	Miles	200.00	152.71	2,993.19	3,920.00
Sprinkling	1,272	M-Gal.	2.50	1.90	2,422.26	3,180.00
Furnish & Place Aggregate	8,840	Cu. Yd.	4.90	4.24	37,472.94	43,316.00
RC-3 Asphalt	328.69	Ton	46.00	40.81	13,413.21	15,119.74
200-300 Asphalt	652.57	Ton	43.00	37.95	24,762.69	28,060.51
Force Account - Flagging		All			743.65	427.59
					$81,807.94	$94,023.84

Gross Revenue	$ 94,023.84
Total Cost	81,807.94
Net Profit	$ 12,215.90

Net Profit equals 12.99 of Gross Revenue

DETAIL OF COSTS - Contract No. 5727

Labor:		
Labor - All	$ 8,573.89	
Tax - Insurance	651.20	
Welfare - Pension	216.37	$ 9,441.46
Materials:		
RC-3 Asphalt	8,792.47	
200-300 Asphalt	15,949.20	
Aggregates (Purchased)	7,799.00	32,540.67
Equipment Rentals and Misc. Expense:		
Equipment Rental, Owned	7,946.00	
Equipment Rental, Hired	3,391.84	
Gas - Oil	2,430.66	
P.U.C. and License	449.60	
Bond and P.L.-P.D.	401.06	
Freight (On Asphalt)	7,766.97	
Small Tools and Misc. Supplies	96.86	
Home Office and General Overhead	3,600.00	
Move In	3,449.60	29,532.59
Subcontractor:		
J.E. Wilson & Son	10,293.22	10,293.22
TOTAL COST		$ 81,807.94

Remarks - Contract No. 5727

This was a "Federal Aid Secondary Project" calling for the construction of a type 0-9 oil mat wearing surface on the following units of county roads in Deschutes County:

a) Cloverdale-Lower Bridge School Road	8.0 miles
b) Byram Road	1.1 miles
c) Bear Creek Road	2.0 miles
d) Ferguson Road	2.9 miles
e) McGrath and Stenkamps Roads	3.9 miles
f) Pleasant Ridge Road	1.7 miles
Total	19.6 miles

Units a, c, and f were started July 6th and completed July 18, 1960. Work days were then stopped until September 12th as the county forces did not have the remaining units ready for oiling.

Units b, d, and e were started on September 13, 1960 and completed September 27th. Semi-final estimate was submitted October 1, 1960.

Jed Wilson & Sons crushed the aggregates for Babler Bros., the prime contractor.

Sound bidding and an efficient operation resulted in a good profit of 12.99% on the gross revenue.

M. N. Juve
Chief Cost Analyst

By

Art Bollinger

RECEIVED
NOV 10 1960
FOR FILING
1-321(2)
5727

November 9, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5727 for oiling 6 county roads (FAS routes) in Deschutes County was completed by the contractor, Babler Bros. Inc., on September 27, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $2,930.56 will be released to the contractor on or after November 19, 1960. The total contract amount is $94,023.84, of which amount $427.59 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 1, 1960, 19

Section Deschutes County Roads — Kind of work Oiling

Highway 6 FAS Routes — County Deschutes — Section prefix 509-1054

Contractor Dabler Brothers, Inc. — Contract number 5727

Date of contract 6-16-60, 19 — Specified work days 50

Date work started 7-6-60, 19 — Work days used 27

Project authorization . . . . . $104,698.13 — Per cent of time elapsed 54 %
Exclusive of engineering . . . . $ 97,252.93

Estimated cost of completed project, exclusive of engineering . . . . . $ 94,096.25

[redacted] per cent [redacted] underrun . . . . . 3.25 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 7,445.20

Engineering cost to date $ 3,000.00, 40.29 % — Date project was completed September 27, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	By County Forces				100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Unit "A", Cloverdale-Lower Bridge Road Started July 6, [illegible] July 12. Finished July 12.

Units "C", Bear Creek & "F" Pleasant Ridge Roads Started July 13, and finished July 18.

Workday charges stopped on July 19 until September 12 as the County Forces didnot have the remaining three units ready for the contractor.

NOTED
JOHN R. CAHILL

Units "B", Byram, "D" Ferguson and "E" McGrath Roads were started September 13 and finished September 27.

The Semi-final Estimate has been submitted to the Division Office.

Final Report

CONSTRUCTION DIVISION
RECEIVED
OCT 3 1960
NOTED

Signed R.H. Clark

Address Box 151 Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				19.6	
Miles partially completed					
Miles completed				19.6	
Total estimated quantities (contract)				990 Ton 8,850 C.Y.	
Total quantities corrected to date				981 8,840	
Estimated quantities moved or placed to date				981 8,840	
Average daily quantities				75 680 (13 days)	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				2	
Men				1	
Supervision				1	
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ...1...., Mixers .....s., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., . . 1 power broom . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear-moderate		
Monday	" "		
Tuesday	" "		
Wednesday	" "		
Thursday	" "		
Friday	2 2		
Saturday			

RECEIVED
SEP 30 1960
FOR FILING
F-321(2)
5727

September 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 27, 1960, on Contract No. 5727, Deschutes County Roads Section, in Deschutes County, in connection with Federal Aid Project Nos. S-321(2), S-346(2), S-426(2), S-451(1), S-452(1), and S-453(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

cc: Clarence G. Swenson

Int. I 5727

S-160-A

RECEIVED
AUG 2 - 1960
FOR FILING

S-21(2)

5727

PR-2 (-57) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

S-160

Project No. S-451(1)

State: Oregon

County: Deschutes

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Cloverdale N.E. 10.5 miles.
(Lower Bridge-Cloverdale Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-20-60	8.0
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 41,759.00	$ 18,100.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by
Division Engineer August 1, 1960

USComm-DC 40257

July 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Lower Bridge-Cloverdale Section, Project No. S-451(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

June 27, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Lower Bridge-Cloverdale Section, Project No. S-451(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

MMCsor

Oregon State Highway Department

Federal Aid Secondary
Project No. S-451(1)

LOWER BRIDGE-CLOVERDALE SECTION OF FAS ROUTE 327 (UNIT "A")

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 27, 1960

Type Code 3210
Roadway (M.P. 2.5 to M.P. 10.5)(Contract No. 5727)

Preparation of Base	8.0 miles	$200.00	$ 1,600.00
Sprinkling	325 M-gals.	2.50	812.50
Furnishing and Placing Aggregates	3,610 cu.yds.	4.90	17,689.00
RC-3 Asphalt	130 tons	46.00	5,980.00
200-300 Asphalt	274 tons	43.00	11,782.00
			$37,863.50
Flagging (57½¢ of Contractor's Cost)	All Required		100.00
	Subtotal		$37,963.50
	10% Engr. & Cont.		3,795.50
	Total		$41,759.00

Federal Funds	$13,100.00
State Funds	6,040.00
County Funds	17,619.00
	$41,759.00

Length of Roadway . . . . . 8.0 miles
Cost of Roadway per mile $5,219.87

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939

Funds for Maint.: Chap. 529, Laws, 1939

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

RECEIVED
JUL - 1960
FOR FILING
1321(2)
5727

Amendment 5727 8-1-60 A

Work Trans. Work No.	FHPR-2 (Rev. 1-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project Report No.	FEDERAL-AID PROJECT AGREEMENT 8-1-60	County: Deschutes
		Project No.: S-426(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. 7 mi. N. E. Bend S. E. 3.9 mi.
(Jct. FAS 542 to Jct. FAS 398, McGrath and Stenkampe Road Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-20-60	3.9
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 20,221.00	$ 8,700.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. C. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by
Division Engineer **August 1, 1960**

USComm-DC 40257

July 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the McCarth and Steamboat Road Section, Project No. S-426(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Enc.

June 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the McGrath and Stenkamps Road Section, Project No. 3-426(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLPcar

Oregon State Highway Department

Federal Aid Secondary
Project No. S-426(2)

McGRATH AND STENKAMPS ROAD SECTION OF FAS ROUTE 326

(UNIT "C") IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 27, 1960

Type Code 3210
Roadway (M.P. 0.0 to M.P. 3.9)(Contract No. 5727)

Preparation of Base	3.9 miles	$200.00	$ 780.00
Sprinkling	160 M-gals.	2.50	400.00
Furnishing and Placing Aggregates	1,760 cu.yds.	4.90	8,624.00
RC-3 Asphalt	64 tons	46.00	2,944.00
200-300 Asphalt	130 tons	43.00	5,590.00
			$18,338.00
Flagging (57½% of Contractor's Cost)	All Required		45.00
	Subtotal		$18,383.00
	10% Engr. & Cont.		1,838.00
	Total		$20,221.00

Federal Funds	$ 8,700.00
State Funds	2,900.00
County Funds	8,621.00
	$20,221.00

Length of Roadway . . . . . 3.9 miles
Cost of Roadway per mile $5,184.87

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939.

Funds for Maint.: Chap. 529, Laws, 1939

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

RECEIVED
FOR FILING
8-27

Contract 5727

8-1-60

Monthly Transaction No. 1960

Project Report No. S-321(2)

FORM PR-2 (Rev. 7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State: Oregon

County: Deschutes

Project No.: S-346(2)

FEDERAL-AID PROJECT AGREEMENT

8-1-60

5727 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. 1 mi. E. of Bend City Limits E. 2 mi.
(Bear Creek Road Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-20-60	2.0
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 10,569.00	$ 4,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Folk
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by
Division Engineer August 1, 1960

USCOMM-DC 40257

July 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Bear Creek Road Section, Project No. S-346(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

June 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bear Creek Road Section, Project No. 3-346(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:er

Oregon State Highway Department

Federal Aid Secondary
Project No. S-346(2)

BEAR CREEK ROAD SECTION OF FAS ROUTE 791 (WEST SIDE)

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 27, 1960

Type Code 3210
Roadway (M.P. 0.0 to M.P. 2.0)(Contract No. 5727)

Preparation of Base	2.0 miles	$200.00	$ 400.00
Sprinkling	80 M-gals.	2.50	200.00
Furnishing and Placing Aggregates	900 cu.yds.	4.90	4,410.00
RC-3 Asphalt	34 tons	46.00	1,564.00
200-300 Asphalt	70 tons	43.00	3,010.00
			$ 9,584.00
Flagging (57½¢ of Contractor's Cost)	All Required		25.00
		Subtotal	$ 9,609.00
		10% Engr. & Cont.	960.00
		Total	$10,569.00

Federal Funds	$ 4,600.00
State Funds	1,530.00
County Funds	4,439.00
	$10,569.00

Length of Roadway . . . . . 2.0 miles
Cost of Roadway Per Mile $5,284.50

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939
Funds for Maing.: Chap. 529, Laws, 1939

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

RECEIVED
8-1-1960
FOR FILING

Monthly Transaction No. 8-36

Project Report No. I-321(2)

5727

1-1 5727 8-1-60

(1-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Deschutes

Project No.: S-321(2)

FEDERAL-AID PROJECT AGREEMENT

8-1-1

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Jct. Central Oregon Hwy. N. 1.1 Mi.
(Byram Road Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-20-60	1.1
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 5,790.00	$ 2,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer August 1, 1960

USComm-DC 40257

July 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Byram Road Section, Project No. S-321(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

June 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Byram Road Section, Project No. S-321(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-321(2)

MIRAN ROAD SECTION OF FAS ROUTE 692 (Unit "B")

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 27, 1960

Type Code ~~4923~~ 3210
Roadway (M.P. 0.0 to M.P. 1.1) (Contract No. 5727)

Preparation of Base	1.1 miles	$200.00	$ 220.00
Sprinkling	45 M-gals.	2.50	112.50
Furnishing and Placing Aggregates	500 cu.yds.	4.90	2,450.00
RC-3 Asphalt	18 tons	46.00	828.00
200-300 Asphalt	38 tons	43.00	1,634.00
			$5,244.50
Flagging (57½% of Contractor's Cost)	All Required		20.00
	Subtotal		$5,264.50
	10% Engr. & Cont.		525.50
	Total		$5,790.00

Federal Funds	$2,500.00
State Funds	830.00
County Funds	2,460.00
	$5,790.00

Length of Roadway . . . . . 1.1 miles
Cost of Roadway per mile $5,263.63

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939

Funds for Maint.: Chap. 529, Laws, 1939

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

Project 5727 8-1-60 A

RECEIVED
8-12-1960
FOR FILING

Monthly Transmittal No. 2

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State: Oregon

County: Deschutes

Project No.: S-453(1)

Project Report No. S-321 4(2)

FEDERAL-AID PROJECT AGREEMENT

8-1-60

5727

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. Jct. The Dalles-Cal. Hwy. S. 1.7 mi.
(Pleasant Hill Road Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-20-60	1.7
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 8,899.00	$ 3,900.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. C. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer **August 1, 1960**

USComm-DC 40257

July 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Pleasant Hill Road Section, Project No. S-453(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

June 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Pleasant Hill Road Section, Project No. S-453(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLPter

Oregon State Highway Department

Federal Aid Secondary
Project No. S-453(1)

PLEASANT HILL ROAD SECTION OF FAS ROUTE 827 (UNIT "F")

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement.) (Based on Low bid prices.)

Salem, Oregon, June 27, 1960

Type Code 3210
Roadway (M.P. 0.0 to M.P. 1.7)(Contract No. 5727)

Preparation of Base	1.7 miles	$200.00	$ 340.00
Sprinkling	70 M-gals.	2.50	175.00
Furnishing and Placing Aggregates	770 cu.yds.	4.90	3,773.00
RC-3 Asphalt	28 tons	46.00	1,288.00
200-300 Asphalt	58 tons	43.00	2,494.00
			$8,070.00
Flagging (57½¢ of Contractor's Cost)	All Required		20.00
	Subtotal		$8,090.00
	10% Engr. & Cont.		809.00
	Total		$8,899.00

Federal Funds	$3,900.00
State Funds	1,300.00
County Funds	3,699.00
	$8,899.00

Length of Roadway . . . . . 1.7 miles
Cost of Roadway per mile $5,234.70

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939

Funds for Maint.: Chap. 529, Laws, 1939

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

RECEIVED
FOR FILING
8-1-60 A

Contract 5727

Monthly Transaction No. 1
8-20-1960

Project Report No.
S-321(2)-4

5727

Form No. N-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Deschutes

Project No.: S-452(1)

FEDERAL-AID PROJECT AGREEMENT

8-1-60

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Co. Rd. E. Bend City Limits S. E. 3 mi.
(Ferguson Road Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-20-60	2.9
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 15,130.00	$ 6,600.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(title)

By _____

(title)

By _____

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. C. Polk
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by
Division Engineer August 1, 1960

USComm-DC 40257

July 21, 1960

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Ferguson Road Section, Project No. S-452(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Enc.

June 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Ferguson Road Section, Project No. S-452(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLPcer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-452(1)

REDMOND ROAD SECTION OF FAS ROUTE 985 (UNIT one)

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 27, 1960

Type Code 3210
Roadway (M.P. 0.00 to M.P. 2.9)(Contract No. 5727)

Preparation of Base	2.9 miles	$200.00	$ 580.00
Sprinkling	120 M-gals.	2.50	300.00
Furnishing and Placing Aggregates	1,310 cu.yds.	4.90	6,419.00
MC-3 Asphalt	46 tons	46.00	2,116.00
200-300 Asphalt	100 tons	43.00	4,300.00
			$13,715.00
Flagging (57½¢ of Contractor's Cost)	All Required		40.00
	Subtotal		$13,755.00
	10% Engr. & Cont.		1,375.00
	Total		$15,130.00

Federal Funds	$ 6,600.00
State Funds	2,200.00
County Funds	6,330.00
	$15,130.00

Length of Roadway . . . . . 2.9 miles
Cost of Roadway per mile $5,217.24

State Funds for Const.: Chap. 175, Laws, 1917; Chap. 31, Laws, 1920; Chap. 529, Laws, 1939

Funds for Maint.: Chap. 529, Laws, 1939

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

RECEIVED
JUL 11 1960
FOR FILING

5727

July 8, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 6, 1960, on Contract No. 5727, Deschutes County Roads Oiling Section, in Deschutes County, in connection with Federal Aid Project Nos. S-321(2), S-346(2), S-426(2), S-451(1), S-452(1) and S-453(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. A. Porter
Office Engineer

DBP:jb

FORM E-128

RECEIVED
JUL - 3 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. G. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

321(2)
5727

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM
July 7, 1960

Babler Bros., Inc.,
4617 SE Milwaukie Avenue
Portland 2
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5727, awarded June 16, 1960, for oiling County Roads (FAS Routes: #327;#692;#791;#885;#886;#887) in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
NOTED H. S. COX
C. G. SWENSON

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/23/60	cc-617		~~509-1054-297~~

INVOICE NUMBER 65380

Deschutes County Court
Bend, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			$45,495.15
Partial transfer county advance deposit for Deschutes County Roads Oiling Sections, FAS 327, 692, 791, 885, 886, & 887. Covered by agreement dated 6/2/60.			35,995.15
To be retained			$ 9,500.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

A 150X (REVISED 9-60)

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

June 20, 1960

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to acknowledge receipt of your advance deposit in the amount of $37,600 for the Deschutes County Roads Oiling Project on FAS 327, 692, 791, 885, 886, and 887. Contract #5727 has been awarded to Babler Brothers, Inc.

Enclosed is a copy of the contract for your files and also another set of plans and specifications. If you should need additional plans or specifications, please advise and they will be furnished promptly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC

Encl.

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
C. G. SWENSON

Salem, Oregon
June 16, 1960

Deschutes County Roads Oiling Project
FAS 327, 692, 791, 885, 886, & 887

Mr. R. L. Porter
Office Engineer
Building

NOTED
Harold [illegible]

We have received the county's advance deposit of $37,600 on the subject project.

The project is now clear for award of a contract.

C. G. Swenson
County & City Relations Engineer

HCA:mm

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
H. S. COX

Deschutes Co. Rds. Oiling Project
FAS 327, 692, 791, 885, 886, &887

Mr. C. H. Maison
O F F I C E

NOTED
Harold C. Ayers

We hand you herewith the county's check in the amount of $37,600 which represents the advance deposit on the subject project.

C. G. Swenson
County & City Relations Engineer

HCA:mm

DESCHUTES COUNTY

State Of Oregon

Bend, Oregon

D. L. PENHOLLOW, County Judge
GEORGE H. McALLISTER, Roadmaster

F. C. SHEPARD, Commissioner
GEORGE F. BAKER, Commissioner

June 13, 1960

Deschutes County's portion of advance money FAS Project for 1960

$37,600.00

Make Warrant payable to Oregon State Highway Commission - Salem, Oregon

DESCHUTES COUNTY, OREGON

D. L. Penhollow
County Judge

F. C. Shepard
County Commissioner

G. F. Baker
County Commissioner

Geo. H. McAllister
County Roadmaster

Fed Rds
327
692
791
585
586
587

Check to Accounting
6-16-60
HBG

attention: H. S. Cox
mail
Oregon State Highway Commission
Salem, Oregon

RECEIVED
JUN - 8 1960
FOR FILING
1-321(2)
5727

June 7, 1960

County Court of Deschutes County
Court House
Bend, Oregon

Gentlemen:

We are enclosing for the records and files of Deschutes County a fully executed copy of an agreement between the State Highway Commission and Deschutes County covering the Deschutes County Roads Oiling Project on FAS 327,692,791,885,886 and 887 in Deschutes County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
JUN 14 1960
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2227

Salem, Oregon
June 7, 1960

FAS Project Agreement
Deschutes County

Mr. C. G. Swenson
Engineer City & County Relations
Office

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement with Deschutes County covering the Deschutes County Roads Oiling Project on FAS 327, 692,791,885,886 and 887 in Deschutes County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Deschutes County.

Secretary

rm
Attach: 1

FORM E-20X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1960

SUBJECT: FAS Project Agreement
Deschutes County

To: Mr. G. S. Paxson
O F F I C E

Attached are three copies of an agreement covering the Deschutes County Roads Oiling Project on FAS 327, 692, 791, 885, 886, and 887 in Deschutes County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 1/22/59.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-27-59 Min. Page 23
Secretary

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
V. R. JONES

June 3, 1960

Deschutes County Court
Courthouse
Bend, Oregon

Gentlemen:

On June 1, a satisfactory bid was received from Babler Brothers, Inc., of Portland for the Deschutes County Roads oiling on FAS 327, 692, 791, 885, 886, and 887. As per agreement between county and state, the following advance deposit is required of the county prior to awarding of a contract.

As final costs are now available for the 1959 Deschutes County Roads oiling, Contract 5473, on FAS 659, 693, 781, 782, 786, 787, 788, and 884 as shown in the attached cost statement, the refund of $7,895.15 is being deducted from the presently requested advance deposit.

Bid Items	$92,815.00
Anticipated Items (Flagging)	250.00
	$93,065.00
Engineering & Contingencies (12½%)	11,633.13
Total Cost	$104,698.13
County Share (20% of $74,000)	$14,800.00
100% of Remaining Amount	30,698.13
Total County Share	$45,498.13
Less Refund from 1959 Oiling	- 7,895.15
County Advance Deposit	$37,602.98 or say $37,600

Please make this advance deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $37,600, forwarding same to this office. When this deposit is received a contract can be awarded for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

NOTED
G. SWENSON

NOTED
H. S. COX

May 11, 1960

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Deschutes County Roads oiling project on FAS 327, 692, 791, 885, 886, and 887.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $97,000; however, the low bid received plus 12½% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest with seal, and return both signed copies to this office. After signature by the Highway Commission, a fully executed copy of the agreement will be returned for the county's records. It would be appreciated if the signed agreements could arrive in Salem not later than May 25.

It is presently planned to accept bids for this project on June 1.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Encl.

AH Release.

To Tom Elwoods Date 5-13-60

Deschutes County requests deletion of 2.5 miles from Southwesterly end of FH-209 (Lower Br.-Cloverdale Section)

NOTED
H. S. COX

NOTED
C. G. SWENSON

Signed [signature]

PLEASE REPLY HERE

To _____ Date _____

NOTED
JOHN D. [illegible]

Signed _____

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS, ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

COAST SALESBOOK COMPANY PORTLAND

CRC BND 8 5-2-60 400 PM

NOTED
C G. SWENSON

C G SWENSON
CO AND CITY RELATIONS

RECEIVED
MAY 3 1960
ENGINEER
COUNTY & CITY RELATIONS

COUNTY REQUESTS DELETION OF 2.5 MILES FROM UNIT A ON THE SOUTHERLY END OF THE LOWER BIXX BRIDGE -CLOVERDALE SCHOOL SECTION OF FAS 327 ON THE 1960 DESCHUTES CO OIL PROJECT

NOTIFY CONSTRUCTION DEPT VIRGIL ONEIL JACK NASH AND FRANK HALL

V R JONES

NOTED
H. S. COX

NOTED

BN

FROM

OREGON STATE HIGHWAY DEPARTMENT
SALEM, OREGON

To Virgil O'Neil Date 5-2-60

Ferris Candy requests deletion of 2.5 miles from southwesterly end of FAS. 327 (Lower Ec. Cloverdale Section)

See item 19. Letter of June 1962

Signed [illegible]

PLEASE REPLY HERE

To [illegible] Date [illegible]

Plans & specs revised conforming to above

Signed [illegible]

NOTE - INDIVIDUAL ORIGINATING CONFIRMATION MEMO RETAINS YELLOW COPY. FORWARDING FIRST AND TRIPLICATE INTACT WITH CARBONS. ADDRESSEE REPLIES, EXTRACTS CARBON; RETAINS TRIPLICATE, RETURNING FIRST PART TO ORIGINATOR OF CONFIRMATION MEMO.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
C. G. SWENSON

Section 6 Units in Deschutes County Highway FAS 327 612 671, 885, 886, 887 County Deschutes Prefix

Proj. Beg. Sta. Fossil Length of Project ___ Miles. Sta. ___ to Sta. ___ Date

Frost Penetration — #26"-30" TYPICAL SECTIONS Traffic Class IV — Light

NOTED
V. R. JONES

NOTED
WARREN C. AYERS

State Project
Placed or to be placed by County.

(—3/4" 3-9 all mat. (mix under)

12" of pit run gravel ordinary base (mix level course)

State Project
Placed or to be placed by County.

County Road

Required Base & Wear | Designed Base | Designed Wear

Crushed | Not Crushed

Typical soil is simple two components of all

The above soil is simple two component soil of ...
Simple Tri Axial ...
Subgrade @ 100 ...

NOTED
John F. Higgins

RECEIVED
COUNTY & ENGINEER
FEB 23 1950

NOTE
JOHN D. GRAHAM

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI
Pit material source to be ... by the Engineer.										

Use: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. E. Parker
Recommended by
Construction Engineer

Recommended by

Approved by
Engineer of Materials
Deputy State Highway Engineer

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
January 25, 1960

Deschutes County Roads, Oiling:
FAS 327, 692, 761, 885, 886, & 887

Mr. Tom Edwards
O F F I C E

NOTED
John F. Hagemann

The field data for the subject-named county FAS project have been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

FAS funds totaling $74,000 are available for this project. Deschutes County will pay all costs in excess of this amount.

John F. Hagemann
Assistant County & City Relations Engineer

JFHimm

cc: Frank Hall
V. G. O'Neil
Vic Wolfe

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
1/25/60

FAS 327, Deschutes County

TERMINI: From FAS 395 near Lower Bridge southwesterly to FAP 5 near Cloverdale School (Lower Bridge-Cloverdale Section).

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 10.5 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$35,000	$21,000	$7,000	$7,000 (Co.)

EXISTING FACILITY:
ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county in 1959-'60 to approved highway standards. No substandard grade or alignment.
STRUCTURES: Squaw Creek Ditch, 29' long timber bridge, H.C. 16'-9", H-13, to remain in place.

ADJACENT SECTIONS
NORTH END: Northerly terminus FAS 327.
SOUTH END: 20' wide oil mat wearing surface with 4' shoulders.

PROJECT DATA: Construct 20' wide type O-9 oil mat on grade and base prepared by Deschutes County to approved highway standards. County to place shoulder rock 2' to 3' wide without federal participation.

ROW WIDTH:	40' minimum
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
MINIMUM DESIGN STANDARDS:	No exception
UNUSUAL OR COMPLICATED SITUATION:	None

FAS 327 serves a large irrigated farming area producing potatoes, feed and seed, cattle and dairy products. It is a school bus and mail route.

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
1/25/60

FAS 692, DESCHUTES COUNTY

TERMINI: From FAS 398 southerly to FAP 21 (Byram Road Section).

NOTED
V. R. JONES

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 1.1 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$3,700	$2,200	$750	$750 (Co.)

EXISTING FACILITY
ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county in 1959-60 to approved highway standards. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: North end of FAS 692.
SOUTH END: 20' wide oil mat wearing surface with 2' shoulders.

PROJECT DATA: Construct 20' wide type O-9 oil mat wearing surface on grade and base prepared by Deschutes County to approved highway standards. County to place shoulder rock 2' to 3' wide without federal cooperation.

ROW WIDTH	40' minimum
ACCESS CONTROL	None
RR XING	None
SYSTEM ACTION	None required
PUBLIC HEARING	" "
MINIMUM DESIGN STANDARDS	No exceptions
UNUSUAL OR COMPLICATED SITUATION	None

Route data submitted under S-321(1)

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED
John F. Hasemann

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
1/25/60

FAS 761, DESCHUTES COUNTY

TERMINI: FAS 692 easterly to FAS 788. (Bear Creek Road Section)

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 2.0 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$6,700	$4,000	$1,850	$1,850 (Co.)

EXISTING FACILITY

ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county in 1959-60 to approved highway standards. No substandard grade or alignment.

STRUCTURES: None.

ADJACENT SECTIONS:

WEST END: 20' oil mat with 2' to 3' shoulders constructed under Oregon Project S-346(1).

EAST END: End FAS 761.

PROJECT DATA: Construct 20' wide type O-9 oil mat on grade and base prepared by county to approved highway standards. County to place shoulder rock 2' to 3' wide without federal participation.

ROW WIDTH:	40' minimum
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	" "
MINIMUM DESIGN STANDARDS:	No exceptions
UNUSUAL OR COMPLICATED SITUATION:	None

Route data submitted under S-346(1).

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED
Harold C. Ayers

NOTED
John F. Mahemann

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
1/25/60

FAS 885, DESCHUTES COUNTY

TERMINI: From FAS 791 southeasterly to FAS 692 (Ferguson Road Section).

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 2.9 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$9,800	$5,900	$1,950	$1,950 (Co.)

EXISTING FACILITY
ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county in 1959-60 to approved highway standards. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS: Entire route being improved.

PROJECT DATA: Construct 20' wide type O-9 oil mat on grade and base prepared by county to approved highway standards. County to place shoulder rock 2' to 3' wide without federal cooperation.

ROW WIDTH	40' minimum
ACCESS CONTROL	None
RR XING	None
SYSTEM ACTION	None required
PUBLIC HEARING	None required
MINIMUM DESIGN STANDARDS	No exception
UNUSUAL OR COMPLICATED SITUATIONS	None

FAS 885 serves irrigated farm lands and range land. It is a mail and school bus route.

NOTE
JOHN D. GRAHAN

JFH:mm

NOTED
Harold C. Ayers

NOTED
John F. Hallmann

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
1/25/60

FAS 886, DESCHUTES COUNTY

TERMINI: From FAS 542 southeasterly to FAS 398 (McGrath & Stenkampe Road Section)

NOTED
V. R. JONES

PROPOSED WORK: Construct 2-lane low type ~~mf~~ surface.

PROJECT LENGTH: 3.9 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$13,000	$7,800	$2,600	$2,600 (County)

EXISTING FACILITY
ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county in 1959-60 to approved highway standards. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS
NORTH END: End FAS 886.
SOUTH END: 20' wide oil mat with 2' to 3' shoulders constructed in 1959 under Oregon Project S-426(1).

PROJECT DATA: Construct 20' wide type O-9 oil mat on grade and base prepared by county to approved highway standards. County to place shoulder rock 2' to 3' wide without federal cooperation.

ROW WIDTH:	40' minimum
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	" "
MINIMUM DESIGN STANDARDS	No exceptions
UNUSUAL OR COMPLICATED SITUATIONS:	None

Route data submitted under S-426(1).

NOTED
JOHN D. GRAHAM

S-426(2)

JFH:mm

NOTED
John F. Hagemann

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
1/25/60

FAS 887, DESCHUTES COUNTY

TERMINI: From FAP 4 southerly to FAS 325 (Pleasant Ridge Road Section).

PROPOSED WORK: Construct 2-lane low type surfacing.

PROJECT LENGTH: 1.7 miles.

NOTED
F. R. JONES

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$5,800	$3,500	$1,150	$1,150 (Co.)

EXISTING FACILITY
ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county in 1959-60 to approved highway standards. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS: Entire route of FAS 887.

PROJECT DATA: Construct 20' wide type O-9 oil mat on grade and base prepared by county to approved highway standards. County to place shoulder rock 2' to 3' wide without federal cooperation.

ROW WIDTH	40' minimum
ACCESS CONTROL	None
RR XING	None
SYSTEM ACTION	None required
PUBLIC HEARING	" "
MINIMUM DESIGN STANDARDS	No exceptions
UNUSUAL OR COMPLICATED SITUATIONS	None

FAS 887 serves a section of flat, irrigated farming land and is a mail and school bus route.

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED
Harold C. Ayers

NOTED
C. C. CHESTON

NOTED

January 22, 1959

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Gentlemen:

On January 22 the Highway Commission approved the fiscal year 1960 and 1961 Deschutes County FAS projects as described in the attached tabulations which are believed to conform with the county's request. Fiscal year 1960 projects will be contracted for construction during the 1959 construction season and fiscal year 1961 projects during the 1960 construction season.

Preparation of plans and specifications will be done under the supervision of our division office with headquarters in Bend.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att. 59-a

1-5-59

PROPOSED PROJECTS (Fiscal Year 1961 Funds)
DESCHUTES COUNTY

FAS 327 - Lower Bridge-Cloverdale Section, approximately 10.5 miles. This section extends from FAS 395 near Lower Bridge southwesterly to FAP Route 5 (McKenzie Highway) near the Cloverdale School.

FAS 692 - Approximately 1.1 miles. This section extends from FAS 398 southerly along Byram Road to FAP Route 21 (Central Oregon Highway).

FAS 791 - Approximately 2 miles. This section extends from the existing oil mat wearing surface at the junction with FAS 692 easterly along Bear Creek Road to FAS 788.

FAS 885 - Approximately 2.9 miles. This section extends from FAS 791 at Bend southerly and easterly along Ferguson Road to FAS 692.

FAS 886 - Approximately 3.9 miles. This section extends from FAS 542 (Powell Butte Highway) southeasterly along McGrath Road and southerly along Stenkampe Road to FAS 398.

FAS 887 - Approximately 1.7 miles. This section extends from FAP Route 4 (The Dalles-California Highway) southerly along Pleasant Ridge Road to FAS 325 near Deschutes.

The proposed project is to construct a 20' wide type O-9 oil mat wearing surface on the grade and base to be prepared by Deschutes County. The county will also place shoulder material as required. The FAS project will be for oiling only with all sections being combined under one contract. This work will be the same type and nature as constructed in previous years.

The presently estimated total of fiscal year 1961 funds available to Deschutes County, $82,000, is programmed for this project. Deschutes County will furnish all costs in excess of this amount.

59-a
1/5/59 Comm. approved 1-22-59

5-5-53

FAS 327 County Deschutes Contract No. _____

Section _____

Location 53-C-19 0.5 mi. S. of Redmond, looking North

53-C-11 0.5 mi. N. of Sisters looking N.

5-5-53

S-437(1) W. Unit, Wash. St. Line- 1960
#5728 Umapine Sec. (stone base & oiling)

CIA
2234
6-3-60

RECEIVED
APR 10 1961
FOR

W. C. Williams

HOTEL
W. C. WILLIAMS

April 6, 1961

FINAL COST ANALYSIS
Stone Base and Oiling
Contractor: J. C. Compton Co.
Resident Engineer: C. C. McKinney

W. Unit, Wash. State Line-Umapine
Contract No. 5728 G
Umapine-State Line Road
Prefix No. 530-1080

S-437(1)

Item 5128

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Grid-rolled Base Mat'l	25,978.22	Ton	1.10	1.14	29,717.04	28,576.04
*1"-0 Mat'l in Level Course	13,430.01	Ton	1.70	2.18	29,393.01	22,831.02
Sprinkling	982.20	M-Gal	2.00	3.54	3,481.53	1,964.40
Preparation of Base	2.84	Mile	150.00	89.56	254.34	426.00
*3/4"-0 Mat'l in Binder Course	260	Cu.Yd.	2.65	3.46	901.72	689.00
*Furnish & Place Aggregates	1,724	Cu.Yd.	2.80	3.46	5,978.98	4,827.20
MC-2 Asphalt	56.53	Ton	44.00	41.21	2,329.83	2,487.32
120-150 Asphalt	138.33	Ton	42.00	38.98	5,392.52	5,809.86
RS-1 Asphalt	35.57	Ton	42.00	38.77	1,379.29	1,493.94
Guide Posts, Type W2	28	Only	5.00	7.23	202.65	140.00
Force Account (State participation in flagging)					92.18	41.43
					$79,123.09	$69,286.21

Gross Revenue	$ 69,286.21
Total Cost	79,123.09
Net Loss	$ 9,836.88

Net Loss equals 14.19% of Gross Revenue

* Work done by Doherty & Son, Crushing Contractor (in part)

DETAIL OF COSTS - Contract No. 5728

Labor:			
Labor and Supervision		$ 16,173.05	
Labor Insurance		1,353.49	
Health, Welfare and Pension		710.13	
Travel-Transportation		767.36	
			$ 19,004.03
Equipment Rental & Miscellaneous Supplies:			
Equipment Rental, Owned		6,193.93	
Equipment Rental, Hired w/out operator		17,712.22	
Equipment Rental, Hired fully operated		368.99	
Gas, Oil and Grease		2,360.33	
Bond		403.74	
Drilling and Shooting		5,914.75	
Home Office and General Overhead		1,663.00	
Move In		992.72	
P.U.C.		340.07	
Small Tools and Miscellaneous Supplies		171.23	
Royalties (on quarry material)		1,475.65	
			37,596.63
Materials:			
MC-2 Asphalt	56.33 Ton @ $23.65	1,332.20	
120-150 Asphalt	138.33 Ton @ $21.40	2,960.26	
RS-1 Asphalt	35.57 Ton @ $21.20	754.08	
Freight on Asphalt	230.23 Ton @ $11.62	2,675.78	
Guid Posts, Type W2	28 Each @ $5.60	156.80	
			7,879.12
Work done by others:			
Doherty & Son		14,643.31	14,643.31
	TOTAL COST		$ 79,123.09

Remarks - Contract No. 5728

This was a "Federal Aid Secondary Project" consisting of the construction of 2.84 miles of stone base and shoulders, involving 25,978.22 tons of grid-rolled base and 13,430.01 tons of crushed leveling course materials; the construction of 2.84 miles of type 0-11 oil mat wearing surface with binder course on the West Unit, Washington State Line-Umapine Section of the Umapine-State Line County Road (FAS Route 759) in Umatilla County.

This project was bid June 1, 1960, awarded June 20th and completed October 15, 1960.

Yardley Construction Company, drilling contractors, moved into a private quarry located approximately two miles southeast of southeasterly end of the project and began drilling during the week ending June 18, 1960. The following week, J.C. Compton set up weigh scales in preparation for weighing the grid-rolled base material.

Compton began hauling grid-rolled base on June 28th. The contract had not been awarded yet nor had the County completed the grading. The hauling of base was done with truck trains of the cross dump type hired from Reid Bros. of Pendleton. A TD20 International crawler tractor and Hyster grid-roller were used to roll the base. Some difficulty was encountered in obtaining well-filled, dense and uniform surfaces with the base materials. The material used lacked sufficient small sizes of rock to assist in settling up the base.

The contractor did not work during the week ending July 8th. He started hauling base again on a two shift basis July 18th. Approximately 83% of the grid-rolled base was placed by July 15th. The placing of this material was completed on July 20, 1960. The TD20 tractor with grid roller and one #12 caterpillar grader worked intermittently on processing, rolling and maintaining the grid-rolled base throughout the following five weeks.

Doherty & Son began moving in parts of the crushing plant on August 16th. The erection of the crusher was done during the week ending September 2nd. Crushing of 1"-0 level course materials was started Thursday, September 8th. Two Thousand cubic yards were placed in stockpile to insure a constant supply when hauling and placing was started.

The placing of 1"-0 base material was started September 19th using four truck train units. Approximately 40 tons per station were placed as "key material" for the grid-rolled base. The balance of the material was used as the level course which was completed on September 28th. Preparation of base was completed the following day. The northerly 1.5 miles of binder course were placed on Saturday, October 1st.

Remarks Cont'd - Contract No. 5728

The crushing contractor completed the production of oiling aggregates on Thursday, October 6th.

J.C. Compton began the type 0-11 oil mat on October 3rd and completed oiling on October 13th. The sight posts were placed fluring the next two days.

The contractor suffered a loss on this project. This loss was on the base materials. The material selected for the grid-rolled base was of such nature that considerably more rolling was required than had been anticipated. The hauling units were hired by the hour and as the base was so rough hauling time was longer than it ordinarily should have been. The sprinkling cost per M/gallons does not reflect true cost because this includes additional sprinkling required to lay the dust on the haul road and the grade for which the contractor did not receive compensation.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
MAR 29 1961
FOR FILING

S-437(1)

5728

March 28, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 15, 1960, on Contract No. 5728, W. Unit, Washington State Line-Umapine Section, in Umatilla County, in connection with Federal Aid Project No. S-437(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

cc: Clarence G. Swensen

RECEIVED
JAN 20 1961
FOR FILING

8-437(1)

5718

January 20, 1961

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5728 for stone base-oiling the West Unit on the Washington State Line-Umapine Section of the Umapine, State Line Road in Umatilla County was completed by the contractor, J. C. Compton Co., on October 15, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $2,077.34 will be released to the contractor on or after January 30, 1961. The total contract amount is $69,286.21, of which amount $41.43 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
P. O. Box 117
McMinnville, Oregon

cc: J. C. Compton Co.,
P. O. Box 86
McMinnville, Oregon

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 4, 1960, 19

Section West Unit Washington State Line Umapine

Kind of work Surfacing & Oiling

Highway State Line - Umapine County Umatilla

Section prefix S 430-1080 S -437 (1)

Contractor J.C. Compton Co.

Contract number 5728

Date of contract June 29, 1960, 19

Specified work days 70 days beginning July 6, 1960

Date work started June 26, 1960, 19

Work days used 67

Project authorization . . . . . $ 78,103.69

Exclusive of engineering . . . . $ 72,496.04

Per cent of time elapsed 95.7 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 69,436.21

Estimated per cent ~~overrun~~ or underrun . . . . . 4.2 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 630.00

Engineering cost to date $ 5554.00, 118 %

Date project was completed October 15, 1960, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	-	-	-	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate was forwarded this date

NOTED
JOHN R. CAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 7 1960
NOTED-- CE ASE ASE OSE

Signed G. B. McKinney
Resident Engineer

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		2.84		2.84	
Miles partially completed					
Miles completed		2.84		2.84	
Total estimated quantities (contract)		41,100 T		220 T	
Total quantities corrected to date		39 408 T		230 T	
Estimated quantities moved or placed to date		39 408 T		230 T	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Clear		
Friday	Cold		
Saturday			

RECEIVED
JUL 1960
FOR FILING
S-437 (1)
5728

Talked with Mr - He has already sent Compton a letter concerning the matter of withholding payment - 2 mos. have to only wait a couple days for action and if more materials to use State or County maintenance forces and bill contractor
MK.

CON LAG 65 8-8-60 1137A

TOM EDWARDS

I HAVE JUST CALLED J C COMPTON'S OFFICE AND ADVISED THEAXX THEM THAT MONTHLY ESTIMATE PAYMENT WOULD BE HELD UP PENDING AX SATISFACTORY MAINTENANCE ON THE MWEST YBUI WAMXX WEST UNIT WASHINGTON STATE LINE-UMAPINE, CONTRACT 5728. WILL YOU PLEASE HOLD UP PAYMENT PENDING FURTHER WORD FROM THIS OFFICE .

A F PARSON
DB

Copy - Copy

03[illegible]

RECEIVED
AUG 3 1960
FOR FILING

Contract 5728

8-1.C-A

Monthly Transaction No. 8 33

Project Report No. S-437(1)

5728

FORM PR-2 (2-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

State: Oregon

County: Umatilla

Project No.: S-437(1)

FEDERAL-AID PROJECT AGREEMENT

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

North end FAS 759 to approx. 1.7 miles west of Umapine
(West Unit, Washington State Line-Umapine Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-21-59	2.8
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 76,368	$ 45,800

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer **August 1, 1960**

USComm-DC 40257

July 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the West Unit, Washington State Line-Umapine Section, Project No. S-437(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Enc.

July 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Unit, Washington State Line-Umapine Section, Project No. S-437(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-437(1)

WEST UNIT, WASHINGTON STATE LINE-UMATILLA SECTION

OF FAS ROUTE 759 IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 13, 1960

Type Code 5231
Roadway (Sta. 7+00 thru Equa. 81+36.51 = 79+69.47 to Sta. 155+50)(Cont. #5728)

Grid-rolled Base Material	30,400 tons	$1.10	$ 33,440.00
1" - 0 Material in Leveling Course	10,700 tons	1.70	18,190.00
Sprinkling	600 M-gal.	2.00	1,200.00
Preparation of Base	2.84 miles	150.00	426.00
3/4" - 0 Material in Binder Course	270 cu. yds.	2.65	715.50
Furnishing and Placing Aggregates	1,800 cu. yds.	2.80	5,040.00
MC-2 Asphalt	42 tons	44.00	1,848.00
120-150 Asphalt	138 tons	42.00	5,796.00
RS-1 Asphalt	40 tons	42.00	1,680.00
Guide Posts, Type M-2	28 only	5.00	140.00
			$ 68,475.50
Flagging (57½% of Contractor's Cost)	All Required		800.00
Signing			150.00
		Subtotal	$ 69,425.50
		10% Engr. & Cont.	6,942.50
		Total	$ 76,368.00

Length of Roadway - - - - - 2.844 Miles
Cost of Roadway Per Mile- - $26,852.32

Federal Funds -	$ 45,800.00
State Funds -	15,284.00
County Funds- -	15,284.00
	$ 76,368.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Umatilla County with the Highway Department.

FORM S-120

RECEIVED
JUL 27 1960
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

1-1317(1)

5728

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

July 26, 1960

J. C. Compton Co.,
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract #5728, awarded June 29, 1960, for stone base-oiling the West Unit of the Washington State Line-Umapine Section of the Umapine-State Line Road in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
JUL 20 1960
FOR FILING

July 20, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 28, 1960, on Contract No. 5728, W. Unit, Washington State Line-Umapine Section, in Umatilla County, in connection with Federal Aid Project No. S-437(1).

Very truly yours,

M. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DRP:sw

RECEIVED
JUN - 3 1960
FOR FILING
S.437(1)
5728

June 3, 1960

County Court of Umatilla County
Court House
Pendleton, Oregon

Gentlemen:

We are enclosing for the records and files of Umatilla County a fully executed copy of an agreement between the State Highway Commission and Umatilla County covering the West Unit, Washington State Line-Umapine Section of FAS 759 in Umatilla County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
JUN 14 1960
FOR FILING
S-437(1)
5728

MISC. CONTRACTS and AGREEMENTS No. 2034

Salem, Oregon
June 3, 1960

FAS Project Agreement
Umatilla County

Mr. C. G. Swenson
Engineer, City & County Relations
O f f i c e

Attention: Mr. John D. Graham
County & City Relations Office Engineer

Attached is a conformed copy of an agreement between the State Highway Commission and Umatilla County covering the West Unit, Washington State Line-Umapine Section of FAS 759 in Umatilla County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Umatilla County.

Secretary

FH
Attach: 1

FORM E-30X 80M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1960

SUBJECT: FAS Project Agreement
Umatilla County

To: Mr. P. M. Stephenson
O F F I C E

Attached are three copies of an agreement covering the West Unit, Washington State Line-Umapine Section of FAS 759 in Umatilla County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 1/22/59.

John D. Graham
County & City Relations Office Engineer

JDG:mm
Att.

APPROVED BY HIGHWAY COMMISSION
1-22-59 Main Page 73
Floyd Query
Secretary

S-239(7) Hanley Ranch-Forest Bdry. 1960
Sec. of Lake-of-the-Woods
#5729 Hwy. (grad., oilng., struc.)

RECEIVED
JUN 8 1962

Contract 5729

State

Federal transaction number

FOR FILING

Project report number
7

Form R-2A (5-[illegible]-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State
Oregon

County
Jackson

Project number
S-239(7)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-25-62

5729 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on August 1, 19 60, is hereby modified as follows:

Revised estimated total cost of project $ 657,394.00

Revised Federal funds $ 395,067.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25 day of May, 19 62.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Fouts

ASSISTANT State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

BY C. G. Polk
Division Engineer

By W. L. Anderson
Acting Administrative Manager

USComm-DC 11170

May 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Hanley Ranch-Forest Boundary Section, Project No. 3-239(7).

Very truly yours,

Forrest Cooper
State High ay Engineer

By

L. H. Young
Office Engineer

MMCicr

RECEIVED
FOR FILING

Ent 5729 8-1-60 A

Monthly Transaction No.	Form 8-2 (9-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project Report No. 1239(7)	FEDERAL-AID PROJECT AGREEMENT	County: Jackson
		Project No. 8-239(7)

5729 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

St. Rd. 2.7 mi. E. Lakecreek east 5.5 mi.
(Hanley Ranch-Forest Bdy. Section)

Project classification or class of work	Effective date of authorization	Approximate length (Miles)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-1-60	5.4
Other (Specify)		

FUNDS

Estimated total cost of project	Federal funds
$ 644,266	$ 392,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
State Highway Engineer
(title)

By _____
(title)

By _____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. C. Polk**
Division Engineer

By: C. C. Pike
C. C. Pike
Acting Administrative Manager

Date executed by
Division Engineer **August 1, 1960**

USComm-DC 40257

July 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Hanley Ranch-Forest Boundary Section, Project No. S-239(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:sw

Enc.

July 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hanley Ranch-Forest Boundary Section, Project No. S-239(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-239(7)

HANLEY RANCH-FOREST BOUNDARY SECTION

OF THE LAKE OF THE WOODS HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 12, 1960

Type Code 6201
Roadway (Sta. 691+50 to Sta. 981+08.23)(Contract 5729)

Clearing and Grubbing	All Required		$ 29,000.00
Drainage Excavation, Unclassified	7,300 cu. yds.	$ 2.00	14,600.00
General Excavation, Unclassified	304,000 cu. yds.	0.46	139,840.00
Extra for Placing Rock Backfill	760 cu. yds.	1.50	1,140.00
Short Overhaul	724,000 yd. sta.	0.01	7,240.00
Long Overhaul	11,700 C-yd. sta.	0.40	4,680.00
Finishing Roadbed and Slopes	5.46 miles	1,000.00	5,460.00
Rounding Cutbanks	10,500 lin. ft.	0.20	2,100.00
18-inch Corrugated Metal Pipe	270 lin. ft.	4.60	1,242.00
24-inch Corrugated Metal Pipe	320 lin. ft.	6.90	2,208.00
36-inch Corrugated Metal Pipe	100 lin. ft.	12.60	1,260.00
18-inch Half-Circle Corrugated Metal Pipe	160 lin. ft.	3.90	624.00
24"-18" Corrugated Metal Pipe Reducers	1 only	55.00	55.00
12-inch Concrete Pipe	570 lin. ft.	2.00	1,140.00
18-inch Concrete Pipe	2,740 lin. ft.	3.60	9,864.00
24-inch Concrete Pipe	420 lin. ft.	4.60	1,932.00
36-inch Concrete Pipe	100 lin. ft.	9.00	900.00
48-inch Concrete Pipe	120 lin. ft.	17.50	2,100.00
36-inch Concrete Pipe, Extra Strength	150 lin. ft.	9.50	1,425.00
6-inch Perforated Rigid-Type Drain Pipe	2,360 lin. ft.	1.50	3,540.00
8-inch Perforated Metal Drain Pipe	1,930 lin. ft.	2.15	4,149.50
Special Backfill in Drains	750 cu. yds.	6.00	4,500.00
Salvaging and Reinstalling Culvert Pipe	66 lin. ft.	3.00	198.00
Concrete Inlets, Type "D"	1 only	100.00	100.00
Concrete Ditch Lining	1,400 sq. yds.	7.00	9,800.00
Metal Guard Rail	6,600 lin. ft.	2.32	15,312.00
Guide Posts, Type S-2	240 only	6.00	1,440.00
Loose Riprap	4,100 cu. yds.	2.25	9,225.00
Coarse Crushed Material in Base	91,000 tons	1.40	127,400.00
3/4" - 0 Material in Base	19,200 tons	1.50	28,800.00
Sprinkling	2,400 M-gal.	2.50	6,000.00
Preparation of Base	5.46 miles	100.00	546.00
3/4" - 0 Material in Binder Course	720 cu. yds.	3.25	2,340.00
RC-3 Asphalt	114 tons	48.00	5,472.00
Asphaltic Concrete Mixture	18,800 tons	3.90	73,320.00
Asphalt in Mixture	1,030 tons	37.00	38,110.00
Extra for Paving Approaches	26 only	25.00	650.00
			$557,712.50

Flagging (57½ of Contractor's Cost)	All Required		$ 2,500.00
Signing (Temporary)	All Required		800.00
Seeding and Mulching	All Required		1,000.00
Work by Oregon-Washington Telephone Co.	All Required		2,700.00
Adjust Water Line (Extra Work)	All Required		250.00
	Subtotal		$564,962.50
	10% Engr. & Cont.		56,495.50
	Total		$621,458.00

Type Code X021
Little Butte Creek Bridge (Sta. 806+45 to Sta. 807+29)(Contract No. 5729)

Shoring, Cribbing, etc.	All Required		$ 2,525.00
Structural Excavation	150 cu. yds.	$ 5.00	750.00
Structural Excavation Below Elevation Shown	25 cu. yds.	10.00	250.00
Class "A" Concrete (163 cu. yds.)	All Required		10,410.00
Metal Reinforcement (48,600 lbs.)	All Required		6,625.00
8-inch Metal Drain Pipe	35 lin. ft.	5.00	175.00
	Subtotal		$ 20,735.00
	10% Engr. & Cont.		2,073.00
	Total		$ 22,808.00

Length of Roadway	5.464 Miles
Length of Structure	0.016 Mile
Total Length.	5.480 Miles
Cost of Roadway Per Mile.	$113,736.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$621,458.00	$379,000.00	$242,458.00
Structure	22,808.00	13,000.00	9,808.00
	$644,266.00	$392,000.00	$252,266.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maint.: Chap. 529, Laws 1939

HANLEY RANCH-FOREST BOUNDARY SECTION

PROJECT NO. S-239(7)

Estimated Costs of Work by Oregon-Washington Telephone Company

Labor		$6,013.00
Material		3,273.00
Equipment		966.00
Salvage Credit		305.00 Cr.
	Total Cost	$9,947.00
	Participating Cost 27.6%	$2,745.00
	Use	$2,700.00

RECEIVED
APR 27 1962

Forrest Cooper

April 18, 1962

FINAL COST ANALYSIS

Hailey Ranch - Forest Boundary
Contract No. 5729

Grading, Paving and Structure
Contractor: C. R. O'Neil
Resident Engineer: W. W. Robertson

Lake of the Woods Highway
Prefix No. 115-1076
Project No. S-239(7)

RETURN TO
S-239(7)
214

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	100%	All	29,000.00		26,887.78	29,000.00
*Drainage Excavation	7,107.02	Cu. Yd.	2.00	2.12	15,096.95	14,214.04
*General Excavation	274,375.9	Cu. Yd.	0.46	0.65	178,423.83	126,212.91
*Extra for placing Rock Backfill	1,600.6	Cu. Yd.	1.50	1.46	2,343.83	2,400.90
*Short Overhaul	655,128.3	Yd. Sta.	0.01	0.011	6,982.84	6,551.28
*Long Overhaul	9,118.6	C-Yd. Sta.	0.40	0.39	3,593.51	3,647.44
*Finishing R.B. & Slopes	5.46	Mile	1,000.00	1,050.58	5,736.18	5,460.00
*Rounding Cutbanks	7,708	Lin. Ft.	0.20	0.22	1,722.85	1,541.60
*18" Corr. Metal Pipe	222	Lin. Ft.	4.60	4.30	955.86	1,021.20
*24" Corr. Metal Pipe	276	Lin. Ft.	6.90	6.49	1,791.58	1,904.40
*36" Corr. Metal Pipe	102	Lin. Ft.	12.60	11.52	1,175.18	1,285.20
*18" Half Circle CMP	100	Lin. Ft.	3.90	2.99	298.61	390.00
*12" Concrete Pipe	654	Lin. Ft.	2.00	1.70	1,110.30	1,308.00
*18" Concrete Pipe	2,856	Lin. Ft.	3.60	3.17	9,043.08	10,281.60
*24" Concrete Pipe	474	Lin. Ft.	4.60	4.31	2,042.89	2,180.40
*36" Concrete Pipe	90	Lin. Ft.	9.00	8.61	774.59	810.00
*48" Concrete Pipe	120	Lin. Ft.	17.50	16.33	1,959.50	2,100.00
*36" Concrete Pipe, Ex. Str.	135	Lin. Ft.	9.50	8.65	1,167.28	1,282.50
* 6" Perf. Rigid Type Dr. Pipe	1,494	Lin. Ft.	1.50	1.49	2,228.24	2,241.00
* 8" Perf. Mtl. Dr. Pipe, Unctd.	3,313	Lin. Ft.	2.15	1.99	6,585.95	7,122.95
*Special Backfill in Drains	707.35	Cu. Yd.	6.00	5.65	3,995.52	4,244.10
*Salvaging Culvert Pipe	352	Lin. Ft.	3.00	3.15	1,107.50	1,056.00

Final Cost Analysis - Contract No. 5729
Hanley Ranch-Forest Boundary

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
****Concrete Ditch Lining	1,333.91	Sq.Yd.	7.00	7.00	9,337.37	9,337.37
****Metal Guard Rail	6,619	Lin. Ft.	2.32	2.32	15,356.08	15,356.08
****Guide Posts, Type W-2	227	Only	6.00	6.00	1,362.00	1,362.00
*Loose Riprap	3,573.9	Cu.Yd.	2.25	2.29	8,183.12	8,041.28
**Coarse Cr.Mat'l in Base	89,424.375	Ton	1.40	1.72	153,704.55	125,194.13
**3/4-0 Cr.Mat'l in Base	19,187.54	Ton	1.50	1.72	32,979.95	28,781.31
&*Sprinkling	1,983	M-Gal.	2.50	2.22	4,394.50	4,957.50
***Preparation of Base	5.46	Mile	100.00	100.00	546.00	546.00
&*3/4"-0 Mat'l in Binder Crse.	833	Cu.Yd.	3.25	3.81	3,175.87	2,707.25
***RC-3 Asphalt	115.29	Ton	48.00	48.00	5,533.92	5,533.92
&*Asph. Concrete Mix	17,707.08	Ton	3.90	3.96	70,165.46	69,057.61
***Asphalt in Mix	865.28	Ton	37.00	37.00	32,015.36	32,015.36
***Extra for Paving Approaches	28	Only	25.00	25.00	700.00	700.00
****Shoring and Cribbing	100%	All	2,525.00		2,525.00	2,525.00
****Structural Excavation	85.66	Cu.Yd.	5.00	5.00	428.00	428.30
****Class "A" Concrete	100%	All	10,410.00		10,410.00	10,410.00
****Metal Reinforcement	100%	All	6,625.00		6,625.00	6,625.00
****8" Metal Drain Pipe	28	Lin. Ft.	5.00	5.00	140.00	140.00
****PA#1 Type 1 Fence, 4 Wire	483.88	Rod	5.75	5.20	2,516.18	2,782.31
****PA#2 Type 1 Fence, 5 Wire	219.03	Rod	6.35	5.75	1,259.42	1,390.84
****PA#3 Type 2 Fence	432.42	Rod	7.20	6.55	2,832.35	3,113.42
****PA#4 Salv. Existing Gates, Furnish and Install New Gates	13	Only	50.00	40.00	520.00	650.00
****PA#5 Special Concrete Inlet	1	Only	425.00	370.00	370.00	425.00

Final Cost Analysis - Contract No. 5729
Hanley Ranch-Forest Boundary

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
****PA#6 Overflow Spillway	1	Only	192.50	175.00	175.00	192.50
****PA#7 Swing Gates	4	Only	45.00	40.00	160.00	180.00
****PA#8 Drainage Excavation	80.1	Cu.Yd.	6.00	6.00	480.60	480.60
****PA#9 Class "A" Concrete	86.16	Cu.Yd.	76.00	72.00	6,203.52	6,548.16
****PA#10 Metal Reinforcement	12,375.6	Lbs	0.18	0.16	1,980.10	2,227.61
* PA#11 12" Corr.Mtl.Pipe	151	Lin.Ft.	5.90	5.50	830.50	890.90
****PA#12 2'x2' Siphon Boxes	4	Only	100.00	80.00	320.00	400.00
*PA#13 Surplus Pipe	100%	All			540.04	540.04
**PA#14 4"-0 Coarse Cr.Mat'l	540	Cu.Yd.	1.66	1.56	843.78	896.40
**PA#15 Screened Rejects	482	Cu.Yd.	0.25	0.25	120.50	120.50
**PA#16 Haul Screened Rejects	703	Yd.Mi.	0.12	0.12	84.36	84.36
****PA#17 Class "A" Concrete	1.97	Cu.Yd.	63.865.	63.865		-125.81
****PA#18 Metal Reinforcements	301.42	Lbs.	0.136	0.136		-40.99
*&****Force Account					8,238.95	9,368.51
					$660,081.33	$580,097.98

	Gross Revenue	Total Cost	Loss	% Loss
*C.R. O'Neil	237,918.34	277,211.47	39,293.13	16.5%
**Dorman Construction Co.	187,005.71	227,695.93	40,690.22	21.7%
***J.C. Compton Co.	84,029.49	84,029.49	- -	- -
****R & M Construction Co.	71,144.44	71,144.44	- -	- -
	$580,097.98	$660,081.33	$79,983.35	13.8%

DETAIL OF COST - Contract No. 5729

C. R. O'Neil

Labor:			
Labor		$ 98,349.70	
Labor Insurance		4,651.94	
Health, Welfare and Pension		11,674.11	
Travel Allowance		2,576.00	$ 117,251.75
Materials:			
18" Corr. Mtl. Pipe	222 Lin. Ft. @ $3.11	690.42	
18" Corr. Mtl. Bands	10 Each @ $3.11	31.10	
24" Corr. Mtl. Pipe	276 Lin. Ft. @ $4.83	1,333.08	
24" Corr. Mtl. Bands	12 Each @ $4.83	57.96	
36" Corr. Mtl. Pipe	102 Lin. Ft. @ $9.45	963.90	
36" Corr. Mtl. Bands	4 Each @ $9.45	37.80	
18" Corr. Mtl. Pipe Half Circle	100 Lin. Ft. @ $1.87	187.00	
12" Concrete Pipe	654 Lin. Ft. @ $0.97	634.38	
18" Concrete Pipe	2,856 Lin. Ft. @ $2.13	6,083.28	
24" Concrete Pipe	474 Lin. Ft. @ $2.82	1,336.68	
36" Concrete Pipe	90 Lin. Ft. @ $6.06	545.40	
48" Concrete Pipe	120 Lin. Ft. @ $13.70	1,644.00	
36" Concrete Pipe Ext. Str.	135 Lin. Ft. @ $6.56	885.60	
6" Perf. Rigid Type Dr. Pipe	1,494 Lin. Ft. @ $0.40	597.60	
8" Perf. Mtl. Dr. Pipe	3,313 Lin. Ft. @ $1.10	3,644.30	
8" Perf. Mtl. Bands	181 Each @ $1.11	200.91	
12" Corr. Mtl. Pipe	151 Lin. Ft. @ $1.65	249.15	
12" Corr. Mtl. Bands	7 Each @ $1.65	11.55	19,134.11
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		100,472.75	
Equipment Rental, Hired		8,482.88	
Gas, Oil and Grease		16,369.64	
Bond		1,794.50	
P.U.C.		42.28	
P.L. and P.D. Insurance		1,229.37	
Explosives		2,829.73	
Move In, Freight and Cartage		2,448.17	
Home Office and General Overhead		7,156.29	
Amt. pd. R&M Construction Co. for Concrete Work & Fencing		71,144.44	
Amt. pd. J. C. Compton for Paving and Oiling Work		84,029.49	295,999.54
	TOTAL COST		$ 432,385.40

DETAIL OF COST - Contract No. 5729

Dorman Construction Co.

Labor:		
Labor	$ 60,592.45	
Labor Insurance	2,878.14	
Health, Welfare and Pension	6,210.73	
Travel Pay	3,358.00	$ 73,039.32
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	90,531.00	
Equipment Rental, Hired	8,784.95	
Gas, Oil and Grease	17,012.76	
Bond	1,402.54	
P.U.C.	275.60	
P.L. and P.D. Insurance	757.41	
Move In, Freight and Cartage	1,560.25	
Small Tools and Miscellaneous Supplies	1,186.90	
Home Office and General Overhead	6,545.20	
Amt.pd. Yardley Constr. Co. for Shooting Quarry	26,600.00	154,656.61
TOTAL COST		$ 227,695.93

Remarks - Contract No. 5729

This was a "Federal Aid Secondary Project" calling for grading, paving and structure on 5.46 miles of highway roadbed on the Hanley Ranch-Forest Boundary Section of The Lake of The Woods Highway in Jackson County.

The contract was bid June 1, 1960, awarded June 30, 1960. Work started July 15, 1960 and the project was completed November 20, 1960 and the project was completed November 20, 1961.

The contractor moved in three D-8 cats and dozers and a crew of eight men on July 15th and started the clearing which consisted of second growth fir trees and dense brush. Fair progress was made on the clearing but the burning required more work as the brush could not be burned because of fire restrictions. These restrictions required the brush to be placed in piles to be burned in the fall of the year which increased the cost of the clearing and grubbing item.

The contractor started the excavation August 1, 1960 with two TS-24's, two D-W21's, one TC-12 push cat, two D-8 cats and dozers on the fill, one HD-11 cat and dozer and one cat #12 blade. The material in all the cuts contained rock, some of which could be ripped, and a large quantity which had to be drilled and blasted. The contractor moved in one 1-1/2-cubic yard shovel and two Euclid trucks. This equipment was used to load and haul the riprap rock and the solid rock excavation. Low production resulted due to the large boulders encountered in the excavation and inclement weather.

The subcontractor, Dorman Construction Company, moved in his portable crushing plant October 3, 1960 at the designated site at Station 845. Before the plant was erected it was removed from the project to the previous project as they did not have enough material crushed for that project. The plant was returned and set up and started crushing November 21, 1960. Good progress was made on the crushing for a short period. The Yardley Construction Company did the drilling and blasting for the crushing contractor and had difficulty in keeping enough material ahead to keep the crushing plant in full production. The rock was pushed to the feeder of the crushing plant by a D-9 cat and U dozer, hauled to the road with five trains, and processed with two Cat #12 blades, one Rubber-tired and one 3-wheel steel rollers. The paving aggregate was crushed and stockpiled on private property. The crushing subcontractor suffered a loss on the rock crushing items.

The structure and the concrete work was subcontracted by R & M Construction Company which included nearly all the Price Agreements, the Force Account item, cattle pass and detour. Most of these items were at bid prices and good progress was made on this work.

The paving was subcontracted by J.C. Compton Company who moved in and set up their Pioneer continuous mix paving plant at the stockpile site. They started

Remarks Cont'd - Contract No. 5729

mixing and laying the Class "B" asphaltic concrete August 22, 1961 making good progress. Other equipment used included one Cedar Rapid paver, five dump trucks, one 3-axle roller, one 2-wheel roller and one rubber-tired roller. Good progress was made on the paving. The paving sub had his items at bid prices.

The contractor had good bid prices, good equipment, good supervision, but encountered more rock and boulders than anticipated. A loss was suffered on the project.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAR 8 1962
FOR FILING

5729

March 7, 1962

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

A post final payment in the amount of $846.40 will be made to C. R. O'Neil on contract #5729 for grading-paving-structure on the Hanley Ranch-Forest Boundary Section of the Lake of the Woods Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $580,097.98, including the post-final payment. Of the total, $9,368.51 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. C. R. O'Neil
Route 2, Box 95
Creswell
Oregon

RECEIVED
MAR 7 1962
FOR FILING
5129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1962

To: MEMORANDUM

SUBJECT: Utility Billing - Final Voucher
Oregon Project S-239 (7)
Oregon Washington Telephone Co.

An audit of the utility bill submitted by the Oregon Washington Telephone Company has been completed in accordance with the provisions of the approved Secondary Road plan (unqualified approval).

The charge for interest during construction is not eligible under the provisions of PPM 30-4. This item was deleted from the bill. The adjusted bill, in the amount of $2,642.95, is approved for payment and claimed as eligible for Federal Participation in accordance with PPM 30-4.

C. H. Maison

C. H. Maison
Auditor

DFW:jc

Bureau of Public Roads
L. H. Young (2)
Carl Smith
General Files

Form E-1—(Rev.)–

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 2, 1961

Section Hanley Ranch–Forest Boundary

Highway Lake of The Woods County Jackson

Contractor C. R. O'Neil

Date of contract June 30, 1960

Date work started July 15, 1960

Project authorization . . . . . $ 657,897.19
Exclusive of engineering . . . . $ 611,113.39

Estimated cost of completed project, exclusive of engineering . . . . . $ 583,240.41

Estimated per cent ~~overrun~~ or underrun . . . . . 4.6 %

Per cent of contract completed, based on estimated cost . . . . . 100 %

Engineering authorization . . . . $ 46,783.80

Engineering cost to date $ 68,462.56, 146.3 %

Kind of work Grading, Paving & Structure

Section prefix 115–1076

Contract number 5729

Specified work days 180

Work days used 179

Per cent of time elapsed 99.4 %

Date project was completed November 20, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

No activity on project all week.

The field crew is working for Bill Brown, Resident Engr. in Ashland.

The Office personnel is working on Semi-Final Estimate.

L. R. Chandler, Ass't Division Engineer in office

Final " Field Engineer's Weekly Report. "

NOTED

Signed W. H. Robertson

Address 1071 Biddle Rd. – Medford, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.46	5.46			5.46
Miles partially completed	0.00	0.00			0.00
Miles completed	5.46	5.46			5.46
Total estimated quantities (contract)	304,000 C.Y.	110,200 Tons			18,800 Tons
Total quantities corrected to date	274,376 C.Y.	108,611 Tons			17,707 Tons
Estimated quantities moved or placed to date	274,376 C.Y.	108,611 Tons			17,707 Tons
Average daily quantities	-	-			-
Average daily quantities necessary to complete project on time	-	-			-
Number shifts per day	-	-			-
Hours per shift	-	-			-
Average force on project for week	-	-			-
Men					
Supervision					
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Compaction rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday			

Clearing 100%
Grading 100%
Surfacing 100%
Paving 100%

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NOV 30 1961
FOR FILING
(7)
5729

November 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 20, 1961, on Contract No. 5729, Hanley Ranch-Forest Boundary Section, in Jackson County, in connection with Federal Aid Project No. S-239(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Mr. H. S. Cox

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FORM E-123-X SOM 1-61
SEP 28 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

5729

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 27, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Record Sampling
Hanley Ranch-Forest Boundary
Project S-239(7)
Jackson County

The 3/4"-0 material on this project was the subject of considerable testing during the prosecution of this work. All material incorporated in the job met our standards. Some trouble was experienced during the construction, and material which did not meet the specifications in all respects was rejected and was not used on the roadway.

The only explanation we have of the failing tests noted in your letter of September 11, 1961, is that, by some manner or another, the material was contaminated after it was placed on the road, either before, during or after the processing or during the period it was subjected to traffic. We know of no way to attempt to correct the deficiencies as they exist without complete replacement of the leveling course and paving. We consider the minor deviation from specifications revealed by record testing to be minor and not particularly detrimental.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

RECEIVED
SEP 27 1961
STATE HIGHWAY ENGINEER

CHB:fp
cc Forrest Cooper
R. L. Porter
F. D. Morgan

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. PARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: September 11, 1961

FROM : C. G. Polk, Division Engineer
08-35.8-DB Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Record Samples, FA Project S-239(7)
Hanley Ranch-Forest Boundary

Final crushed rock surfacing samples were recently taken by Mr. Olsen of your office and Mr. Hossner of this office on the subject project.

Five samples of the 3/4"-0 top base material were taken. Tests on these five samples show that four failed to meet specification requirements for liquid limit and three for plastic index.

What measures are to be taken for correcting these deficiencies?

All samples of the course base material met specification requirements.

ISION
RECEIVED
SEP 13 1961
NOTED--

REFERRED TO
By Ass't. Construction Engineer

RECEIVED
AUG 8 1961
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

August 7, 1961

5729

C. G. Polk, Division Engineer
08-35.4 Salem, Oregon

Oregon Project FAS 239(7), Hanley Ranch - Forest Boundary Section of the Lake of the Woods Highway, State Force Order for Seeding and Mulching, Contract No. 5729

Reference is made to your letter dated August 3, 1961 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Porter

NOTED

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AUG 4 1961
FOR FILING
5729

August 3, 1961

Mr. C. O. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-238, covering seeding and mulching on the Hanley Ranch-Forest Boundary Section of the Lake of the Woods Highway in Jackson County, Contract No. [illegible], in connection with Federal Aid Project No. S-209(7).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work. The amount is too small to be done by separate contract.

Your approval of this order on actual cost basis under the provisions of FPR 21-6.3 is requested. It has been verbally recommended for approval by the BPR Area Engineer.

The total estimated amount of the order is $2,120.00 with Federal participation of $1,272.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Parker
Office Engineer

Encl.

DBP:bm

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JUL 3 1961
FOR FILING
5729

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1961

SUBJECT: Lake of the Woods Highway Construction Project

To: MEMO TO FILE

Frank Morgan called this date re the Lake of the Woods Highway.

Mr. Morgan stated that the six-mile state construction project would be in the paving stage; the next four miles would be in the cinder stage; and beyond that for approximately 10 miles, the road would be under grading construction and would be rough, dusty, and impassable to a bus.

Mr. Morgan does not recommend that the Highway Commission attempt to inspect the route at this time.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

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JUL 3 1961
FOR FILING

2129

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1961

To:

SUBJECT: Hanley Ranch-Forest Boundary
Contract No. 5729

MEMO TO THE FILE

Assistant Division Engineer Putnam called this date and stated that Mr. Imperatrice was "adamant" in his desire to have the 10x10 concrete cattle pass located at the original station of 735+75. Apparently, Mr. Frohnmayer (his attorney) was agreeable to moving the location to Station 733+25, but Imperatrice wouldn't go along with him.

Putnam was instructed to proceed with the construction of the box at Station 735+75 pursuant to instruction of Mr. Cooper in letters dated May 23d and May 26th.

A price agreement for all work except the 3,800 yards of general excavation has already been executed. An extra work order for the general excavation has also been executed. Both were for the location at Station 733+25, but are appropriate to be used at the original Station of 735+75. The orders are for a total amount of $10,156.80. The anticipated cost will run somewhat over this amount at the location required by Imperatrice due to somewhat larger quantities involved.

The Bureau of Public Roads has been contacted and will require justification on a right of way basis before participation. Mr. Porter and Mr. Moehring were contacted and expressed strong doubt that such justification could be made.

WCW

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:jw

cc Forrest Cooper
F. D. Morgan
R. L. Porter
L. I. Lindas

RECEIVED
JUN 29 1961

RECEIVED
JUN 1 1961

FOR FILING
S-237(7)
S 12.9

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1961

SUBJECT: R-30888 - L-3490
Robert S. Gilbert, et al
Lake of the Woods Highway
Jackson County

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

We have received another letter from Mr. Cooper (copy enclosed) which changes the size of the cattle pass to be constructed on this file from an 8'x8' to a 10'x10'.

Please revise previous instructions to include this revision.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc Forrest Cooper

RECEIVED
MAY 31 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 29 1961
FOR FILING

S-239(7)

5729

I

Salem, Oregon
May 26, 1961

S-30382 - L-3490
Robert S. Gilbert, et al
Lake of the Woods Highway
Jackson County

Mr. L. I. Lindas
Chief Counsel
O F F I C E

Please refer to my letter of May 23 re the above subject. Please change the second sentence in the fourth paragraph of my letter to read: 10'x10' in lieu of 8'x8'.

All other items are to remain the same.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Ivan Marchant

- Gilbert file -

Access RCBC, Hanley Ranch, Forest Bndy Sect

Access RCBC @ Sta 735+75 ±

0' Fill

5x5 RCBC $71.00/ft + $1477 for wingwalls

For 45' box $4743
+12½% Esc 592
$5335 use 5500

Length based on subgrade shown
to edge shldr. width

10x10 RCBC $97.00/ft + $2190

For 46' box $6652
+12½% Esc 831
$7482 use 7200

RECEIVED
MAY 1961

OTTO J. FROHNMAYER
PHILIP S. LOWRY
ERVIN B. HOGAN
W. V. DEATHERAGE

PORTER J. NEFF
(1871-1959)

FROHNMAYER, LOWRY, HOGAN & DEATHERAGE
ATTORNEYS AT LAW
300 COOLEY THEATRE BUILDING
MEDFORD, OREGON

TELEPHONE SPRING 2-7117

May 25, 1961

Mr. Glenn L. Jackson
California Oregon Power Co.
Medford, Oregon

Re: State of Oregon v. Robert S. Gilbert, et al
Case No. 60-451-L
File L-3490 R-30888
Hanley Ranch-Forest Boundary
Section-Lake of the Woods Highway

My dear Glenn:

This will supplement our letter to you of May 19 with regard to the above case.

First, you mentioned to me that the commission has a policy of not installing any underpass larger than 8' x 8'. It so happens that in the case of State of Oregon vs. Gold-Ray Realty Co. and A. W. McCormick and Bernice McCormick, being case no. 53-809-L, your file nos. L-2120 - R-20801, we represented the landowners and a 7' x 8' underpass was installed. Since the installation of the underpass I have talked to the landowners. They state that the underpass is not at all satisfactory. It is so narrow that vehicles moving through have a tendency to become stuck in the underpass.

I have also consulted with Paul Rynning again. As you know, he has looked over this problem for Mr. and Mrs. Imperatrice. He is entirely familiar with the problem and tells me that a 10' x 10' underpass is the smallest which can be satisfactorily used.

You will recall that the landowners own more than 2000 acres which is almost evenly divided by the highway. It is absolutely essential to them that they be able to move from one side of the ranch to the other without having to cross the highway itself. Any underpass of a lesser size will not be satisfactory to them. I do not say this in an arbitrary or dictatorial manner, but simply am stating you their position.

Second, this morning Mr. Imperatrice received a telephone call from the company which moved the corrals. Apparently this company has not been paid and the bill is around $2,800.00. When

Steve – get comparative costs
7 X 8
10 X 10

I offered in the letter of May 19 to accept the sum of $9,150.00, it was not with the understanding that Mr. and Mrs. Imperatrice would pay the moving bill out of this amount. They have already been put to a considerable expense in graveling the new corral area and its location is not as convenient to them as the original location.

Call on me if you desire any further information.

Yours very truly,

FROHNMAYER, LOWRY, HOGAN
& DEATHERAGE

By Otto J. Frohnmayer

OJF:sgc

FORM E-30X SON 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1961

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: Hanley Ranch-Forest Boundary
Contract No. 5729

We have been instructed by Mr. Cooper to construct a cattle pass on the Robert S. Gilbert property, R/W File 30888, L-3490. It is suggested that this 8'x8' standard reinforced box culvert be at or near Station 735+75.

Will you please take the necessary steps to get the contractor to construct such a culvert and get a Price Agreement to cover the same.

I attach hereto copies of correspondence from Mr. Cooper and from the law firm representing the owners.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper

agenda file
file

RECEIVED
MAY 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Salem, Oregon
May 23, 1961

B-30888 - L-3490
Robert S. Gilbert, et al
Lake of the Woods Highway
Jackson County

Mr. L. I. Lindas
Chief Counsel
O F F I C E

I am attaching a copy of a letter from Otto J. Frohnmayer to Glenn L. Jackson which refers to the Robert S. Gilbert, et al case, B-30888, L-3490, Jackson County.

Mr. Jackson has discussed this matter with Mr. Williams and me and it has developed that there has been a radical change in the use pattern of this property since it was sold to Mr. and Mrs. R. D. Imperatrice.

The new owners are pasturing approximately 1,000 head of cattle which must, at times, cross the highway, clearly indicating the need of a stock pass.

Will you please re-evaluate and renegotiate this case on the basis of constructing an 8'x8' standard reinforced box culvert at or near Station 735+75 as mentioned in Mr. Frohnmayer's letter. I will take care of the details in connection with the construction of the culvert.

Forrest Cooper
Deputy State Highway Engineer

FC:fh
Attach

cc Mr. Glenn L. Jackson
Mr. W. C. Williams
Mr. Tom Edwards - Please take on the job of getting a cattle
Mr. Ivan Merchant pass properly located and constructed.

F.C.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #5679 Ends with: Contract #5729

FLASH CARDS: Begin Each Contract

Remarks: #5729 continues on reel 100

Reel No. 99 Reduction Ratio 21:1 Project No. _____

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 26 day of March, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm